

**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (ELMBRIDGE)**

**DATE: 26 June 2017**

**SUBJECT: PETITION – THE TRIANGLE, WEYBRIDGE**

**DIVISION: WEYBRIDGE**



**PETITION DETAILS:**

*We the undersigned petition Surrey County Council to introduce more effective traffic management measures along Princes Road, Pine Grove and York Rd (South) aimed at reducing traffic volumes and speeds. In particular we call upon the Council in the interests of safety, reducing risks and improving the quality of life for local residents to introduce as a priority a 20mph Zone across this area, supported by appropriate traffic calming measures and restrictions on HGVs.*

430 Signatures. Lead petitioner: Nick Thrupp, Chair of Triangle Residents' Group

**OFFICER COMMENT:**

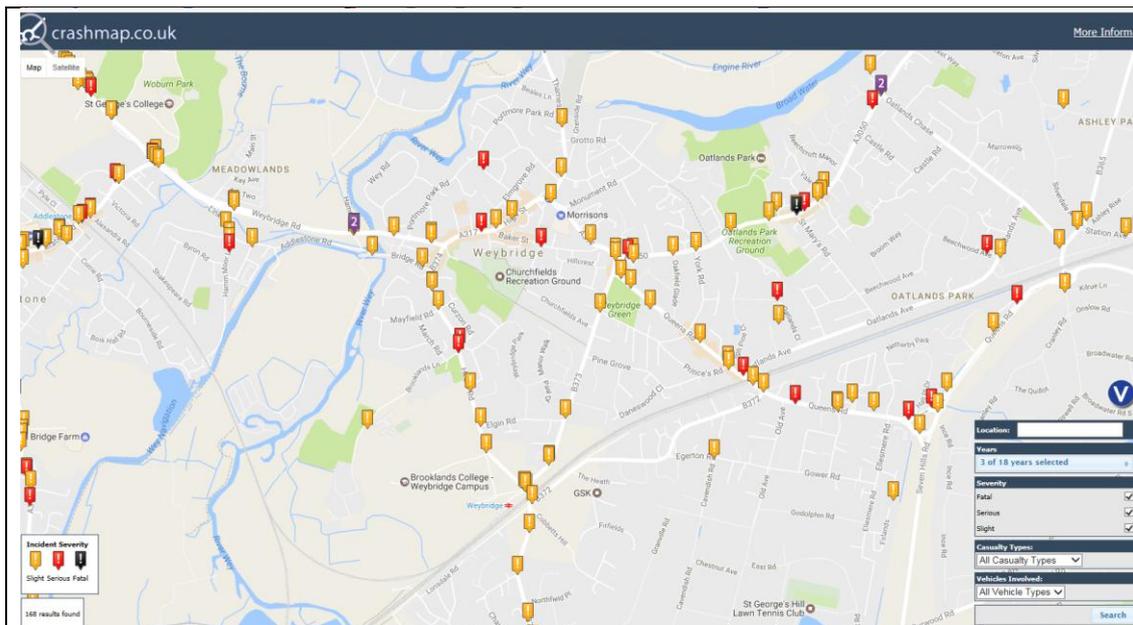
**Safety**

Surrey County Council (SCC) currently receives funding to be used specifically to reduce road casualties. We monitor casualties in partnership with Surrey Police across the county and there are thousands of road traffic collisions every year that result in an injury, the vast majority of which are caused by human error. We focus our road safety resources on those sites where there are patterns of casualties, because we can then be reasonably confident of identifying whether an engineering intervention might help reduce the frequency of casualties at a particular site. We then prioritise investment in those sites with the highest frequency of casualties, where we believe an engineering intervention would be beneficial. Given the number of existing sites where there are patterns of casualties, when considering investment in road safety we are obliged to prioritise those sites with the greatest frequency of casualties, ahead of those sites with a lesser frequency of casualties. It is fortunate that the roads within The Triangle do not have a recent history of collisions causing injury where a pattern and potential solution can be identified, but it does mean that that it would be difficult to justify specific road safety funding when compared with other locations.

The concerns raised in the petition were discussed at the recent (May 2017) Road Safety Working Group of Surrey County Council and Surrey Police. The county council, in partnership with the police, identify locations with a poor safety record by analysing collision data and trends. Locations of community concern are also considered, when residents, elected members or community surveys have highlighted locations where it is thought that there may be a traffic problem. Assessment potentially leads to the development of measures such as physical changes, enforcement, or educational campaigns.

The screenshot below is from <[www.crashmap.co.uk](http://www.crashmap.co.uk)> which is a website available to the public. It shows the same casualty database that SCC has access to, with records obtained from Surrey Police.

[www.surreycc.gov.uk/elmbridge](http://www.surreycc.gov.uk/elmbridge)



This demonstrates that, in terms of casualties, the history on the roads within The Triangle is relatively good compared to other local sites.

**Should committee funding be available to specifically address safety issues, it is recommended that other sites would be of higher priority.**

### **Reducing risks and improving the quality of life**

As well as schemes to specifically address problems evidenced by a history of injuries, Surrey County Council does introduce other local highways improvement schemes. For example, these may be to improve traffic flow, relieve congestion, provide facilities such as pedestrian crossings, or to address locations where residents have highlighted areas of concern. As the petition has highlighted, measures in The Triangle may provide improvements in terms of safety, reducing risks and improving the quality of life. These types of schemes are promoted via the Elmbridge Local Committee.

The local committee maintains a list of potential schemes to be considered for funding. Details are available at (December 2016, Item 58/16 Highways Update):

<https://mycouncil.surreycc.gov.uk/ieListDocuments.aspx?CId=156&MId=5420&Ver=4>

At the time of publication (December 2016) the narrow section of Pine Grove was included on the list of schemes. In 2016, following correspondence received by both SCC and Surrey Police, the site was visited by members of the Road Safety Working Group to observe the conditions. It is recognised and appreciated that the carriageway is narrow, with limited visibility. It was agreed that significant works would be required to address the specific concerns of the narrow carriageway and mounting of the footway by vehicles. These may include consideration of one-way operation, road closures or vehicle restrictions. Subsequently the Divisional Member for Weybridge agreed to allocate £5,000 of his allocated funding for a feasibility study to be undertaken in financial year 2017-18. This was included in the committee's

divisional programme for 2017-18. Details are available at (February 2017, Item 11/17 Highways Update):

<https://mycouncil.surreycc.gov.uk/ieListDocuments.aspx?CId=156&MId=5459&Ver=4>

The anticipated funding referred to in the above report has since been reduced. It has been well-publicised that the County Council is facing financial challenges, and across the organisation budgets have been affected due to the pressures that it is facing, such as the demand for adult social care and changes to the central government funding formula. A consequence of this is that the level of funding available for highways schemes has been significantly reduced. At the current time there is no funding available to the local committee to progress the highway improvement schemes contained on the 2017-18 divisional programme.

**It is recommended that the list of potential schemes is maintained, and reviewed by local committee with consideration of funding and priorities when funding becomes available. The investigation of measures in the wider Triangle area, as well as Pine Grove, may also be considered.**

In order to implement a successful 20mph zone, the petition has recognised that appropriate traffic calming measures would be required. A local example of this is the North Weybridge 20mph Zone which includes Portmore Park Road and Thames Street as well as the surrounding roads. The speed limit in such a zone is intended to be self-enforcing in that the measures in place encourage lower speeds. There are significant traffic calming measures (speed humps and cushions, road tables, priority give way features and raised junction areas) designed to influence driver behaviour. A comparable scheme for The Triangle would far exceed any current, or foreseeable future, committee budgets and could not currently be justified in purely casualty reduction terms. The road layout in The Triangle suggests that the main issues are likely to be on Pine Grove, Princes Road and York Road which are the through-routes between Queens Road and Hanger Hill. Should any measures be considered, these main routes are likely to be the main focus. It should be noted that the introduction of physical traffic calming is less popular than in the past, in part due to the noise and vibration experienced by nearby residents. There are recent examples in the county where traffic calming has been removed at residents' request.

Drivers of large vehicles, such as those delivering to properties, have access rights and delivery companies are unlikely to send smaller vehicles as a matter of course. It is appreciated that through-traffic should be encouraged to use more suitable roads. In this instance, should restrictions on permitted types of vehicles be progressed, this would require funding for traffic orders and statutory consultation as well as the physical elements such as signs. Any restrictions have to allow exceptions for access, which includes for legitimate business purposes. As there are no physical restrictions on the through-roads in The Triangle, it is unlikely that a traffic order to restrict vehicles would be successful. A restrictive order would also increase demand for police enforcement.

### **Other measures**

Whilst the available funding is unlikely to allow progression of traffic management or calming measures, there are a number of other potential improvement areas.

## ITEM 7

Road Safety Working Group – the concerns were reiterated at the recent (May 2017) partnership meeting of SCC’s Road Safety Team and Surrey Police’s Road Safety and Traffic Management Team. The group reviewed the up-to-date available collision data. With consideration of other locations, there are no current plans for measures. However, residents may be interested in the Drive Smart initiative, which has the aims of reducing road casualties, tackling anti-social driving and making the county’s roads safer and less stressful for everyone. The below website includes information on reporting concerns, enforcement, education and Community Speed Watch initiatives.

<http://www.drivesmartsurrey.org.uk/i-am-worried-about-the-safety/>

Road Safety Outside Schools – SCC’s Sustainable Travel Team has met with the headteacher of Manby Lodge to discuss safety initiatives and the school’s travel plan. This aims to improve child safety education as well as encourage the use of travel modes other than the private car. Attention to these areas can result in improved driver behaviour at the school accesses with potential for better traffic flow, as well as improved safety awareness. The school has undertaken a number of the available safety education initiatives provided by SCC.

Parking review – parking controls were considered as part of the recent Weybridge Parking Review. Additional double yellow lines were proposed to the west of the bend on Pine Grove, with the aim of improving safety at the location as well as improving access for residents. Yellow lines were also proposed for Queens Road to prevent parking adjacent to The Green which obstructs users of the footway and the carriageway and to prevent all day parking outside the school which prevents access to the school during peak times. These measures aim to improve safety and accessibility around the school, and reduce congestion on Queens Road which may encourage through-traffic to continue towards the town centre. There are also alterations to the loading and bus stop markings near to Tesco Express which aim to improve through-flow on Queens Road. It is anticipated that the new signs and lines will be installed during summer 2017. Additional measures may be raised for consideration at the next parking review. Further information is available at the below websites:

<https://www.surreycc.gov.uk/roads-and-transport/parking/parking-reviews>

<https://www.surreycc.gov.uk/roads-and-transport/parking/local-parking-news-and-updates/parking-news-and-updates-in-elmbridge/weybridge-parking-review>

### **RECOMMENDATION**

The Local Committee is asked to consider whether the wider Triangle area, as well as Pine Grove, should be considered for inclusion on the list of potential schemes maintained for the Committee and reviewed with consideration to funding and priorities when funding becomes available.

#### **Contact Officer:**

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