

OFFICER REPORT TO LOCAL COMMITTEE (ELMBRIDGE)

PETITION RESPONSE REQUEST FOR TRAFFIC CALMING MEASURES AND HGV RESTRICTIONS IN WEYBRIDGE

10 SEPTEMBER 2012

KEY ISSUE

To provide Members with an Officer response to the petition submitted to the Local Committee.

SUMMARY

A petition has been received signed by 203 signatories requesting traffic calming measures and Weight Restrictions to be placed in Weybridge.

OFFICER RECOMMENDATIONS

The Local Committee (Elmbridge) is asked to:

- (i) Note the content of the report

1 INTRODUCTION AND BACKGROUND

- 1.1 A petition signed by 203 signatories has been submitted to the local office by the Weybridge Society. The full details are as follows:

We the undersigned petition Surrey County Council, Elmbridge Borough Council and Surrey Police to better safeguard and protect pedestrians, cyclists and residential property in our area; by the provision of traffic calming, speed camera, traffic speed enforcement, safe crossings, cycle tracks, wider footpaths and restrictions on HGV traffic to and from the M25/A3.

2 ANALYSIS

- 2.1 As Highway Authority Surrey County Council shares the aspirations of the Weybridge Society to protect pedestrians and cyclists in Weybridge. Safe transport is one of the four objectives for the Surrey Transport plan: "To improve road safety and security of the travelling public in Surrey".
- 2.2 If the Weybridge Society is aware of any specific road safety concerns then the council would be pleased to investigate and respond to these.
- 2.3 The petition cites a range of measures that may be applied to solve different concerns, all of which have been deployed, installed or employed by the Council in various locations in recent years. The response to a specific concern would depend on its individual merits, its relative priority compared to other concerns and the feasibility of different solutions available.
- 2.4 The petition suggests restrictions on HGV traffic to and from the M25/A3. It would not be feasible to introduce any such restrictions on the principal route network, as this would obstruct legitimate commerce. Likewise it would not be feasible to restrict HGV access to and from legitimate destinations, industrial/commercial destinations, and properties for deliveries, etc. On the other hand if HGV drivers are using unsuitable routes, for example residential side streets or rural lanes for no other reason than to shorten their journey, then restrictions could be considered to encourage the use of the principal route network. Again the Council would investigate any reported inappropriate routes used by HGV drivers if the Weybridge Society has any specific concerns.

3 OPTIONS

- 3.1 The Council will be happy to investigate any specific concerns of the Weybridge Society.

4 CONSULTATIONS

- 4.1 No consultation is required at this time.

5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

5.1 None.

6 EQUALITIES AND DIVERSITY IMPLICATIONS

6.1 None.

7 CRIME AND DISORDER IMPLICATIONS

7.1 None.

8 CONCLUSION AND RECOMMENDATIONS

8.1 To note the content of the report.

9 REASONS FOR RECOMMENDATIONS

9.1 No specific areas have been highlighted as a cause of concern.

10 WHAT HAPPENS NEXT

10.1 The Council will be happy to investigate any specific concerns of the Weybridge Society.

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BACKGROUND PAPERS:	None

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