



# UPDATE OF LOCAL TRANSPORTATION PROGRAMME

4 JUNE 2004

## **Key Issue**

The Committee is asked to agree priorities to achieve the County Council's Transportation Plan objectives and targets.

## **Summary**

This report brings the local committee up to date with progress in delivering the transportation programme for this financial year. It highlights the following decisions required to progress certain schemes.

## **Section 1**

### **WINDSOR ROAD PEDESTRIAN CROSSINGS**

An investigation into the provision of pedestrian crossing facilities at A308 Windsor Road near the River Thames across Runnymede Meadows.

## **Section 2**

### **WOBURN HILL TOUCAN CROSSING**

This report considers the proposal to introduce a new toucan crossing on Woburn Hill to replace an existing pelican crossing. The report considers the merits of the scheme in line with achieving the LTP objectives and priorities outlined in the cycling strategy.

## **Section 3**

### **MIDDLE HILL TRAFFIC CALMING**

It is proposed that the Middle Hill traffic calming scheme, which was approved by the Committee 23<sup>rd</sup> January 2004, be extended.

## **Section 4**

### **DECriminalISED PARKING ENFORCEMENT**

This report informs the Committee of progress towards the implementation of Decriminalised Parking in Runnymede.

## **Section 5**

### **SURREY CYCLE GUIDE (MAP TO PROMOTE CYCLING IN RUNNYMEDE)**

This report informs the Committee of the launch of the Surrey Cycle Guide which includes the map to promote cycling in Runnymede.

## **Section 6**

### **UPDATE OF LOCAL TRANSPORTATION PROGRAMME**

To consider the updated programme of transportation schemes.

## **Section 7**

### **A317 WEYBRIDGE ROAD – FRIDAY 7TH MAY – CONGESTION**

An update by Local Transportation Director

### **Officer Recommendations**

The Committee is asked to agree:

#### **From Section 1**

- a). **to the construction of two traffic islands at each of three locations to provide safe crossing places for pedestrians.**

#### **From Section 2**

- b). **that the Woburn Hill Toucan Crossing scheme be progressed to detailed design and construction.**
- c). **that the public notice be advertised and that the Local Transportation Director be authorised to consider any objections received in consultation with the Chairman and local County Councillor.**

#### **From Section 3**

- d). **that the Middle Hill traffic calming scheme be extended northwest and that a total of eight speed cushions be constructed along Middle Hill between the junction of Parsonage Road and the junction of St. Jude's Road, as indicated in Annex 5.**

#### **From Section 4**

**For information only.**

#### **From Section 5**

**For information only.**

#### **From Section 6**

- e). **to the updated programme of transportation schemes indicated as in Annex 7**

#### **From Section 7**

**For information only.**

## **1.0 WINDSOR ROAD PEDESTRIAN CROSSINGS**

### **1.1 Introduction**

1.2 An investigation into the provision of pedestrian crossing facilities at A308 Windsor Road near the River Thames across Runnymede Meadows has been undertaken at the request of residents and representatives of the National Trust.

### **1.3 Background**

1.4 The A308 Windsor Road runs approximately northwest to southeast adjacent to the River Thames with National Trust land on either side. It is an important route to and from Windsor and Staines and the M4 and M25. There is a large proportion of tourist traffic and visitors to the J F Kennedy Memorial, Magna Carta Monument and the Air Forces Memorial as well riverside attractions. Many footpaths run through the area with several traversing the Windsor Road.

1.5 The area is visited by a great many tourists and walkers for recreational purposes.

1.6 Car Parking is available at Runnymede Pleasure Grounds and near the Tea Room at the western end of Windsor Road. Visitors often need to cross Windsor Road due to the location of the car parks and attractions but at present there are no pedestrian crossing facilities.

1.7 There have been two serious injury accidents that involved pedestrians crossing Windsor Road over the last three years.

1.8 The provision of safe crossing places at footpaths traversing the Windsor Road will enhance leisure facilities and encourage walking as an alternative mode of travel and help to promote a healthy lifestyle.

### **1.9 Feasibility**

1.10 Three possible pedestrian crossing points have been identified in conjunction with the National Trust.

#### *1.11 Possible Locations for Traffic Islands*

1.12 In view of the environmentally sensitive nature and rural location of this National Trust area traffic islands are considered to be the most appropriate and cost effective solution for the provision of safer crossing facilities on the Windsor Road.

1.13 As well as benefiting pedestrians the provision of traffic islands may also have the effect of reducing vehicle speeds.

1.14 Location 1 – Adjacent to junction with Yard Mead (Plan in **Annex 1**)

1.15 The public right of way, Footpath 12, across Runnymede Meadows provides a useful link to and from Egham and the River Thames leisure facilities and to various places of work as well as residences.

1.16 At present it is not easy for pedestrians to cross at this location. There is no footway and the existing dropped kerb is directly opposite the mouth of Yard Mead, making it especially difficult for those with children or wheelchairs.

- 1.17 The existing width of the highway at this location is not sufficient for traffic islands to be constructed to the dimensions currently recommended. Representatives of the National Trust have agreed in principle that a small strip of Trust land could be used to enable the carriageway to be widened and a traffic island built to current safety standards. The speed limit is 40mph with good visibility as the line of the highway is unhindered.
- 1.18 A traffic island would further improve road safety by emphasising the junction with Yard Mead.
- 1.19 Location 2 - At Footpath 4 (Plan in **Annex 1**)
- 1.20 Location 3 - At Footpath leading from River Thames to Magna Carta Memorial (Plan in **Annex 1**)
- 1.21 These footpaths allow access to all footpaths, rights of way and amenities adjacent to the River Thames on the north side of Windsor Road and Coopers Hill Slopes on the south.
- 1.22 The existing width of the carriageway at both locations is sufficient to allow traffic islands to be constructed in accordance with current guidelines along with appropriate road markings.
- 1.23 The current proposals have been sent for Stage 1 Safety Audit, the results from the audit are not available at the time of writing this report but any feedback will be reported verbally at the Committee meeting.
- 1.24 In consultation with the National Trust the proposed islands at locations 2 and 3 have been detailed with non-illuminated bollards. However, in recent communication with Surrey Police it has been suggested that this be re-considered with regard to road safety. Further consultation with the National Trust and Surrey Police will be undertaken to determine the final detailed design on this issue.
- 1.25 Financial Implications**
- 1.26 The scheme would be funded from the Local Transportation Plan delegated budget for 2005/2006 at an estimated cost of £35,000.

### **Officer Recommendations**

The Committee is asked to agree:

- a). **to the construction of two traffic islands at each of three locations to provide safe crossing places for pedestrians.**
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## **2.0 WOBURN HILL TOUCAN CROSSING**

### **2.1 Introduction**

- 2.2 It is proposed that the existing pelican crossing on the A317 Woburn Hill be upgraded to provide a new toucan crossing (signal controlled crossing for the combined use of cyclists and pedestrians). The location of the crossing is indicated in **annex 2**.

- 2.3 The main objectives of improving crossing facilities for pedestrians and cyclists at this location are to increase the level of usage of the crossing and improve safety. These objectives are set out in the context of the wider sustainable transportation goals, including reducing the growth of car use and promoting alternative modes of transport. Encouraging cycling and walking is becoming increasingly important and this scheme would play an important role in achieving the targets outlined in the Local Transport Plan.
- 2.4 A new toucan crossing would encourage cycling and walking by providing sufficient space to allow cyclists and pedestrians to mix safely, reducing the risk of conflicts between cyclists and pedestrians.
- 2.5 **Annex 3** shows a photo of the existing pelican crossing and also a photo of the existing a toucan crossing on Chertsey Road for comparison.
- 2.6 Existing Situation**
- 2.7 Woburn Hill is a busy 50mph road carrying an average of 25,000 vehicles per day. Observations indicate that the existing pelican crossing is well used. During the two-hour period from 7.30am to 9.30am on Tuesday 11<sup>th</sup> May 2004 the crossing was activated a total of 33 times to allow 54 pedestrians and 13 cyclists to cross. It was clear that the existing crossing provides a valuable link for students and pupils at St. George's College and the Woburn Hill School. A flow diagram illustrating pedestrian and cycle movements is available in **annex 4**.
- 2.8 It can also be seen from **annex 4** that the existing off-carriageway cycleway on the northern side of Woburn Hill is well used. A total of 32 cyclists were observed using the cycleway during the two hour period. The majority of cyclists using this route are commuters and it is expected that this number will increase due to the worsening congestion on Woburn Hill.
- 2.9 Extents of Proposed Scheme**
- 2.10 It is proposed that the new crossing would be in the form of a staggered two-stage crossing, as for the existing pelican crossing. 4m wide crossing widths would be provided which would involve substantial civils works, including widening the existing central refuge island.
- 2.11 Removing the existing section of verge on the northern side of the crossing and repositioning the pedestrian guardrailling would increase the available width on the northern footway. This would allow the segregated cycleway to be extended eastward to the junction with the roundabout.
- 2.12 The existing signals equipment would be replaced to comply with the latest standards and guidelines and a new signal controller would be required. However, cost savings could be made by using the existing ducting to avoid further ductwork. Antiskid surfacing would be provided on both approaches to the new crossing.
- 2.13 Future Developments**
- 2.14 A redevelopment is currently planned on the corner of Station Road and Woburn Hill, as indicated in **annex 2**.
- 2.15 The section 106 agreement states that a 3m wide footway must be provided along the site frontage along Station Road. This would allow the existing cycleway on Station Road to be extended around the corner to link up with the proposed

toucan crossing. This would ensure that the new toucan crossing would integrate fully with the cycling facilities on Station Road as well as the existing facilities on Woburn Hill.

- 2.16 However, the redevelopment works should not affect construction of the proposed toucan crossing and this scheme can be progressed independently.

### **2.17 Financial Implications**

- 2.18 It is estimated that the introduction of the new toucan crossing would cost £60,000 of local transportation capital funding. A break down of these costs is shown below.

Traffic signals	£22,000
Civils construction	£17,500
Anti-skid surfacing	£8,500
Street lighting	£3,000
Design work	£4,000
Contingencies	£5,000
	<b>£60,000</b>

- 2.19 The scheme would be progressed to detailed design and construction in 2005/06.

### **2.20 Consultations**

- 2.21 The scheme has the full support of Surrey Police and Surrey County Council's Cycling Officer.

### **2.22 Conclusions**

- 2.23 The proposed upgrade of the existing pelican crossing on the A317 Woburn Hill to a toucan crossing would integrate well with Runnymede's expanding cycle network, providing a valuable facility for both cyclists and pedestrians.
- 2.24 Observations indicate that there is substantial demand for the existing crossing, which provides a valuable link for students and pupils at St. George's College and the Woburn Hill School.
- 2.25 It is expected that cycle and pedestrian volumes in the area are set to increase as congestion on Woburn Hill worsens. The proposed toucan crossing would provide a valuable facility for both cyclists and pedestrians as demand increases.
- 2.26 The scheme would play an important part in achieving the targets outlined in the Local Transport Plan.

### **Officer Recommendations**

The Committee is asked to agree:

- b). **that the Woburn Hill Toucan Crossing scheme be progressed to detailed design and construction.**
- c). **that the public notice be advertised and that the Local Transportation Director be authorised to consider any objections received in consultation with the Chairman and local County Councillor.**
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### **3.0 MIDDLE HILL TRAFFIC CALMING**

- 3.1 The results from the Middle Hill traffic calming public consultation were presented to the Committee on 23<sup>rd</sup> January 2004 and it was agreed that the top half of Middle Hill would be traffic calmed using six pairs of speed cushions.
- 3.2 The proposed traffic calming scheme covered the section of Middle Hill between the junction of Parsonage Road and the junction of Tite Hill, as indicated in **Annex 5**. However, after site meetings with WSP, the design team commissioned to progress the detailed design under the Surrey Highways Partnership, it is proposed to extend the scheme northwest to the junction with St. Jude's Road, as indicated in **Annex 5**.
- 3.3 Extending the scheme will allow the existing mini roundabout on St. Jude's Road to act as a suitable entry feature, reducing traffic speeds prior to the first set of cushions. The proposed extension of the scheme will increase the total number of pairs of speed cushions from six to eight.
- 3.4 The agreed budgetary constraints will be sufficient to cover the cost of the additional speed cushions.
- 3.5 Those residents directly affected will be informally consulted by way of letter. A verbal update will be provided at the Committee meeting 4<sup>th</sup> June. Residents will also be formally consulted by way of notice when the traffic calming traffic regulation order is advertised. If approved by the Committee the additional speed cushions will be included in the schedule.

#### **Officer Recommendations**

The Committee is asked to agree:

- d). **that the Middle Hill traffic calming scheme be extended northwest and that a total of eight speed cushions be constructed along Middle Hill between the junction of Parsonage Road and the junction of St. Jude's Road, as indicated in Annex 5.**

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### **4.0 DECRIMINALISED PARKING ENFORCEMENT**

- 4.1 Further progress has been made towards the implementation of Decriminalised Parking in Runnymede. The Department for Transport has written to our consultant Harrison Webb on 10 May 2004 confirming that the draft application has addressed most of the matters involved in Decriminalised Parking Enforcement. The letter continues by setting out a few minor issues, which require clarification or inclusion at the time of the formal application. County and borough officers are working on these points prior to submitting the formal application to the Department for Transport.
- 4.2 At the meeting of the Joint Member Steering Group on 27 April 2004 the Group were updated on progress and approved the Public Relations Plan for implementation of DPE. A copy of the plan is attached in **Annex 6**.
- 4.3 There has been a delay in the advertisement of the schedule of amendments to waiting restrictions. The advertisement is now expected to be published at the end of May 2004.

- 4.4 Borough Council Officers have prepared a detailed draft programme for progressing the establishment of the new parking service. Officers from the County Council and Borough Council met on 17 May 2004 to discuss the draft programme and its financial implications. A subsequent Officer meeting to discuss details of the legal agreement is expected to have taken place before the date of the Committee meeting.
- 4.5 The operation of the new enforcement service is still on programme to commence during October 2004.

#### **Officer Recommendations**

**For information only**

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#### **5.0 SURREY CYCLE GUIDE (MAP TO PROMOTE CYCLING IN RUNNYMEDE)**

- 5.1 At its meeting on 12 March 2004 the Committee were updated on plans to produce a map to promote cycling in Runnymede in the form of Guide numbers 1 and 2 of the Surrey Cycle Guides. The eight Surrey Cycle Guides are due to be launched at the Cycle Touring Club (CTC) meeting at Farncombe near Godalming at 2.00 pm on 21<sup>st</sup> May 2004. There will be a County wide publicity campaign following the launch.
- 5.2 The County Cycling Officer has distributed cycle guides to: all bicycle shops, all libraries, tourist information offices, help shops, Local Transportation Services and Borough Councils. The Runnymede Local Transportation Service has received four hundred copies of Guides 1 and 2 and one hundred copies of guide 3 which covers the neighbouring Boroughs. The Local Transportation Service will liaise with Borough Council colleagues and the Runnymede Cycle Forum to prepare a distribution plan for Runnymede.

#### **Officer Recommendations**

**For information only**

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#### **6.0 UPDATE OF LOCAL TRANSPORTATION PROGRAMME**

- 6.1 The updated programme of transportation schemes is indicated in **Annex 7**.

#### **Officer Recommendations**

The Committee is asked to agree:

- e). **to the updated programme of transportation schemes as indicated in Annex 7.**
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#### **7.0 A317 WEYBRIDGE ROAD – FRIDAY 7TH MAY – CONGESTION**

- 7.1 County Councillor Mr Terry Dicks has asked for this item on the Committee Agenda. It is to explain why works were carried out on the Weybridge Road



during the peak hour traffic period on Friday the 7th May. This caused serious tailbacks of traffic and delays to drivers of up to 2½ hours during their evening peak journey.

The works had been ordered with the County Council's contractors in December 2003 and was programmed to be carried out over the weekend of 8th and 9th May. The sub-contractor, Ringway Surface Treatments, decided, of their own accord, to carry out the work on the Friday because the weekend weather forecast had indicated that rain may prevent the works being completed. There were no advanced warning signs provided on the road and no warning given to the main contractors or the local transportation service staff by the sub-contractor.

The main contractor has written to the sub-contractor asking for a full explanation of why this work was carried out on a traffic sensitive route during peak hour with no advanced warning. More details of their explanation is awaited with reassurances of what steps they are taking to ensure that work is carried out in a planned and professional manner, considers the safety of the workforce, and minimises delays to travellers.

### **Officer Recommendations**

For information only

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### **8.0 Financial Implications**

- 8.1 The financial implications of each section are included towards the end of each section.
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**Report by: Will Ward, Local Transportation Director  
Runnymede Local Transportation Service**