



**OFFICER REPORT TO LOCAL COMMITTEE
(RUNNYMEDE)**

**LYNE ROAD, VIRGINIA WATER – WIDTH RESTRICTION
RELOCATION**

10th October 2011

KEY ISSUE

To report on the outcome of the resident and stakeholder consultation on the proposal to relocate the width restriction in Lyne Road.

SUMMARY

A consultation has been carried out with local residents of Lyne Road and stakeholders (emergency services, borough council & borough councillors). The majority of the respondents are in favour of the proposed relocation of the width restriction.

OFFICER RECOMMENDATIONS

The Local Committee is asked to:

- (i) Note the results of the consultation.
- (ii) To agree on the proposed relocation of the width restriction, and give authority to any legal notification/orders that may be necessary for its implementation.

1.0 INTRODUCTION AND BACKGROUND

- 1.1 Lyne Road is a combination of residential properties and farmland.
- 1.2 At present a 6'6" width restriction is located approximately 250m south west of its junction with Bridge Lane. Vehicles wider than 6'6" therefore have to enter and exit Lyne Road from Trumps Green Road to access any properties to the west of the width restriction.
- 1.3 Concerns have been raised about large vehicles using this junction due to its alignment, the width of the road and the restricted visibility for vehicles emerging onto Trumps Green Road (due to the railway bridge). In addition, it has been reported that some drivers of large vehicles turn into Lyne Road if they are unable to pass under the Trumps Green railway bridge. Due to the narrow width of Lyne Road, these vehicles then have to be reversed back out of Lyne Road.
- 1.4 It is proposed to relocate the width restriction resulting in all large vehicles having to enter/exit Lyne Road from its junction with Bridge Road. This junction is wider, has a better alignment and greater visibility for drivers. The proposal will also stop drivers of large vehicles from trying to use Lyne Road as an "escape route" if they cannot pass under the railway bridge.

2.0 ANALYSIS

- 2.1 Consultation with the residents of Lyne Road was required to get their views and opinions.
- 2.2 Consultation letters, questionnaires and pre stamped envelopes were delivered to all residents on 1st September 2011.
- 2.3 We received 7 completed questionnaires from the 34 properties (20% response).
- 2.4 Below is a table showing the feedback of those residents in Lyne Road that responded.

Percentage of residents in favour	Percentage of residents against
57%	43%

- 2.5 The main comments from the residents were that they would wanted to make sure there was adequate signage, but also they raised concerns that removal of the existing width restriction might move/increase fly tipping along Lyne Road.
- 2.6 The police do not have any objections with the proposal, and other stakeholders have either no opinion or have not responded.

3.0 CONSULTATION

- 3.1 The consultation at this stage is informal. If the decision is made to relocate the width restriction, then formal consultation will need to take place as part of the Traffic Regulation Order.

4.0 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 4.1 The estimated costs of the location of the width restriction is £15,000 (including legal costs/design/removal of existing restriction & signs/new signs)

5.0 EQUALITIES AND DIVERSITY IMPLICATIONS

- 5.1 The Highway Service is mindful of its needs within this area and attempts to treat all users of the public highway with equality and understanding.

6.0 CRIME AND DISORDER IMPLICATIONS

- 6.1 A well-managed highway network can reduce fear of crime and allow the Police greater opportunity to enforce speed controls.

7.0 CONCLUSION AND RECOMMENDATIONS

- 7.1 It is recommended that the existing width restriction along Lyne Road be removed and a new width restriction be implemented near its junction with Trumps Green Road.

8.0 REASONS FOR RECOMMENDATIONS

- 8.1 Recommendations have been made based upon resident and stakeholder feedback, and the likely improvement to junction safety that a removal of large vehicles will bring. Whilst the concerns about fly-tipping are recognised, this activity has continued despite the present width restriction, and it is not believed that the proposed relocation will encourage an increase in this activity.

9.0 WHAT HAPPENS NEXT

- 9.1 If the scheme is approved, then detailed design will commence and any legal notices made, before implementation.

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