

Agenda

Runnymede
Local Committee

**We welcome you to
Runnymede Local Committee**
Your Councillors, Your Community
and the Issues that Matter to You

Discussion

Address from the Cabinet Member for
Highways

Highways Update

Road Safety: Proposed Closure of Weystone
Road



Venue

Location: The Council Chamber,
Civic Centre, Station
Road, Addlestone KT15
2AH

Date: Monday, 27 November
2017

Time: 6.30 pm



SURREY

Get involved

You can get involved in the following ways

Ask a question

If there is something you wish know about how your council works or what it is doing in your area, you can ask the local committee a question about it. Most local committees provide an opportunity to raise questions, informally, up to 30 minutes before the meeting officially starts. If an answer cannot be given at the meeting, they will make arrangements for you to receive an answer either before or at the next formal meeting.

Write a question

You can also put your question to the local committee in writing. The committee officer must receive it a minimum of 4 working days in advance of the meeting.

When you arrive at the meeting let the committee officer (detailed below) know that you are there for the answer to your question. The committee chairman will decide exactly when your answer will be given and may invite you to ask a further question, if needed, at an appropriate time in the meeting.

Sign a petition

If you live, work or study in Surrey and have a local issue of concern, you can petition the local committee and ask it to consider taking action on your behalf. Petitions should have at least 30 signatures and should be submitted to the committee officer 2 weeks before the meeting. You will be asked if you wish to outline your key concerns to the committee and will be given 3 minutes to address the meeting. Your petition may either be discussed at the meeting or alternatively, at the following meeting.



Attending the Local Committee meeting

Your Partnership officer is here to help.

Email: carys.walker@surreycc.gov.uk

Tel: 01483 517530 (text or phone)

Website: <http://www.surreycc.gov.uk/runnymede>



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This is a meeting in public.

Please contact **Carys Walker** using the above contact details:

- If you would like a copy of this agenda or the attached papers in another format, e.g. large print, Braille, or another language
- If you would like to attend and you have any **additional needs, e.g. access or hearing loop**
- If you would like to talk about something in today's meeting or have a local initiative or concern.



Surrey County Council Appointed Members

Mrs Mary Angell, Woodham and New Haw (Chairman)
Mr Mel Few, Foxhills, Thorpe and Virginia Water
Mr John Furey, Addlestone
Miss Marisa Heath, Englefield Green
Mrs Yvonna Lay, Egham
Mr Mark Nuti, Chertsey (Vice-Chairman)

Borough Council Appointed Members

Councillor Alan Alderson, Egham Town
Councillor Jacqui Gracey, New Haw
Councillor Nick Prescott, Englefield Green West
Councillor Mike Kusneraitis Englefield Green West
Councillor Barry Pitt, Chertsey South & Row Town
Councillor David Parr, Addlestone North

Acting Chief Executive
Julie Fisher

MOBILE TECHNOLOGY AND FILMING – ACCEPTABLE USE

Those attending for the purpose of reporting on the meeting may use social media or mobile devices in silent mode to send electronic messages about the progress of the public parts of the meeting. **To support this, County Hall has wifi available for visitors – please ask at reception for details.**

Anyone is permitted to film, record or take photographs at council meetings. Please liaise with the council officer listed in the agenda prior to the start of the meeting so that those attending the meeting can be made aware of any filming taking place.

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It is requested that if you are not using your mobile device for any of the activities outlined above, it be switched off or placed in silent mode during the meeting to prevent interruptions and interference with PA and Induction Loop systems.

Thank you for your co-operation

Note: This meeting may be filmed for live or subsequent broadcast via the Council's internet site - at the start of the meeting the Chairman will confirm if all or part of the meeting is being filmed. The images and sound recording may be used for training purposes within the Council.

Generally the public seating areas are not filmed. However by entering the meeting room and using the public seating area, you are consenting to being filmed and to the possible use of those images and sound recordings for webcasting and/or training purposes.

*If you have any queries regarding this, please contact the representative of **Legal and Democratic Services** at the meeting.*

OPEN FORUM

Before the formal Committee session begins, the Chairman will invite questions from members of the public attending the meeting. Where possible, questions will receive an answer at the meeting, or a written response will be provided subsequently.

1 APOLOGIES FOR ABSENCE

To receive any apologies for absence.

2 MINUTES OF PREVIOUS MEETING

(Pages 1 - 6)

To approve the Minutes of the previous meeting as a true record. A copy of the minutes will be available in the room for half an hour prior to the meeting.

3 DECLARATIONS OF INTEREST

All Members present are required to declare, at this point in the meeting or as soon as possible thereafter

- (i) Any disclosable pecuniary interests and / or
- (ii) Other interests arising under the Code of Conduct in respect of any item(s) of business being considered at this meeting

NOTES:

- Members are reminded that they must not participate in any item where they have a disclosable pecuniary interest
- As well as an interest of the Member, this includes any interest, of which the Member is aware, that relates to the Member's spouse or civil partner (or any person with whom the Member is living as a spouse or civil partner)
- Members with a significant personal interest may participate in the discussion and vote on that matter unless that interest could be reasonably regarded as prejudicial.

4 PETITIONS & LETTERS OF REPRESENTATION

To receive any petitions in accordance with Standing Order 65. An officer response will be provided to each petition.

5 WRITTEN PUBLIC QUESTIONS

To receive and answer any questions from Surrey County Council electors within the area in accordance with Standing Order 66.

6 WRITTEN MEMBER QUESTIONS

To receive any written questions from Members under Standing Order 47.

- 7 DECISION TRACKER [FOR INFORMATION]** (Pages 7 - 8)
- 8 ADDRESS FROM CABINET MEMBER FOR HIGHWAYS [FOR INFORMATION]**
- Colin Kemp, Surrey County Council's Cabinet Member for Highways will address the Committee.
- 9 HIGHWAYS UPDATE [FOR DECISION]** (Pages 9 - 24)
- A report on the progress of schemes to date 2017/18 and planning the programme for 2018/19 ahead of the budget being set.
- 10 ROAD SAFETY: PROPOSED CLOSURE OF WEYSTONE ROAD [FOR DECISION]** (Pages 25 - 36)
- A report is presented to propose the closure of Weystone Road (junction with the A317 Weybridge Road)
- 11 FORWARD PLAN [FOR INFORMATION]**
- The Committee is asked to agree the inclusion of the following into the forward programme.
- Update on the River Thames Scheme
 - Community Safety Funding Update
 - Highways Update and Budget
 - Surrey Fire & Rescue
 - Early Help provision
 - Emergency Planning: Roles & Responsibilities

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DRAFT

Minutes of the meeting of the
Runnymede LOCAL COMMITTEE
 held at 6.30 pm on 25 September 2017
 at The Council Chamber, Civic Centre, Station Road, Addlestone KT15 2AH.

Surrey County Council Members:

- * Mrs Mary Angell (Chairman)
- Miss Marisa Heath
- * Mr Mel Few
- * Mr John Furey
- * Mrs Yvonna Lay
- * Mr Mark Nuti (Vice-Chairman)

Borough / District Members:

- Councillor Nick Prescott
- Councillor David Parr
- Councillor Mike Kusneraitis
- * Councillor Barry Pitt
- * Councillor Jacqui Gracey
- Councillor Alan Alderson

* In attendance

146/16 OPEN FORUM [Item 1]

Prior to the commencement of the formal meeting. Residents were given the opportunity to ask questions to the committee and officers in attendance. These questions and their answers have been recorded in the attached document.

147/16 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS [Item 2]

Apologies for absence were received from:

Miss Marisa Heath
 Cllr David Parr
 Cllr Mike Kusneraitis
 Cllr Nick Prescott

Cllr Elaine Gill attended as substitute for Cllr Alan Alderson

148/16 MINUTES OF PREVIOUS MEETING [Item 3]

The minutes were agreed as an accurate record of the meeting of 3rd July, 2017.

149/16 DECLARATIONS OF INTEREST [Item 4]

There were no declarations of interest from those committee members in attendance.

150/16 PETITIONS & LETTERS OF REPRESENTATION [Item 5]

A petition signed by 48 residents was brought before the Committee. The petition was brought as a result of residents witnessing speeding through their estate and drivers ignoring directional signage, resulting in illegal turns. A response to the petition was prepared by the Highways department and had been supplied to the petitioner and committee members in advance of the meeting. It is supplied as an annex with these minutes.

In presenting the petition, the lead petitioner expressed that she felt the report prepared by the officer did not reflect the daily experience of residents in Franklands Drive. Having noted the most recent covert survey on 11 September, the petitioner felt that a survey conducted a little later in the day, around school pick-up times, might have yielded different data. She also expressed concern that the issues may increase if the planned further development of the site was to go ahead.

The local police sergeant who was in attendance was asked to comment. She noted the issue and the fact that the residents have also petitioned for CCTV from the borough council to address this and anti-social behaviour in the area. She asserted the importance of the police response being proportionate to the evidence presented and that although they were happy to continue working with residents in addressing issues, felt that the evidence did not support additional action at this time.

In closing the item, the Chairman, who is divisional member for this area, stated that whilst she was aware of the issues as a result of correspondence with the petitioner, she felt that the report had accurately outlined the current circumstances and that she agreed with the recommendation of the report to take no further action. The committee concurred with this response.

151/16 WRITTEN PUBLIC QUESTIONS [Item 6]

A written question was received from Bishopsgate School in Englefield Green asking the committee if a change in speed limit and parking restrictions could be implemented to improve road safety outside of the school. A response was obtained from our Highways department and the school and committee were provided with this response (which is supplied with these minutes). The head teacher and bursar of the school attended the meeting to present the question. They had witnessed car passing at speeds that had alarmed them and noticed that signage had been obscured on the highway so that it was unaffected. They asked for assistance in identifying any measures that could be put in place to improve safety.

The Area Highways Manager (AHM) acknowledged the question and noted the school's concerns. Fortunately, this location does have a good safety record and has no recent road injuries or fatalities.

The AHM remarked that it had been decided that new signage and road markings were to be installed but this had been delayed due to financial

constraints. However, the school could expect to see these implemented in the next 2-3 months. In addition, a proposal to conduct a speed limit assessment has been put forward to be considered for the next financial year.

With respect to the parking, a parking review will be carried out in the next 12-18 months and measures could be recommended as a result of this. Options were outlined in the engineer's report.

The committee was in agreement with the suggestions proposed.

152/16 WRITTEN MEMBER QUESTIONS [Item 7]

No written member questions were raised.

153/16 DECISION TRACKER [FOR INFORMATION] [Item 8]

The decision tracker was reviewed by the committee. It was suggested by the Chairman that the remaining item relating to a Rights of Way hearing should stay on the tracker until it was known whether an appeal would be lodged.

154/16 ENVIRONMENT AGENCY: WINTER READINESS AND INCIDENT PREPARATION [FOR INFORMATION, NO REPORT} [Item 9]

The Environment Agency's officer for Runnymede presented to the Committee, the measures that the agency had undertaken in readiness for any flooding incidents as we go into winter. She was joined by a representative from Applied Resilience who manage the emergency planning for the borough.

There are now three, strategically located hub depots in the country from which, temporary flood defence resources can be deployed within 12 hours of a flooding emergency. These hubs are run by the logistic company Eddie Stobart. The nearest hub to Runnymede is in Crick which is on the M1.

Among the new measures, the Environment Agency have 40 kilometres of temporary flood barrier that can be put into position to protect areas that are in danger of flooding. 150 people have been trained as site deployment leads who can attend the locations where flooding is threatened and ensure that the resources are implemented in an effective and timely manner.

It is however to be noted that temporary defences will not prevent flooding in all situations due to the different ways in which flooding can manifest itself. Concern was expressed by the Committee that these defences would not be appropriate where flooding was due to a rise in ground water, as was the case in Egham in 2014.

In this instance homeowners who lived adjacent to the waterways had riparian rights which means that they had a legal responsibility to maintain them but as many of them were elderly or immobile, this led to practical difficulties in carrying this out. It is suggested that a community flood group may choose to clear ditches on behalf of less physically able residents, as one of their key activities to prevent this happening in the future.

Applied Resilience presented the work that they are currently doing with community groups. Their focus is currently on established groups who have

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emergency plans in place to make sure that these are updated and tested. As part of this, an event is being held in November which will invite groups to take part in an exercise that will simulate an emergency scenario against which their plans can be tested. Councillors welcomed this event and asked that they be kept apprised of this and events of a similar nature so that they can keep their residents informed.

In addition, a report will be brought to a later committee to outline the roles of all the agencies involved in incident planning and recovery and to demonstrate the responsibilities of each.

155/16 HIGHWAYS DRAINAGE & WET SPOTS [FOR INFORMATION, NO REPORT] [Item 10]

The Area Highways Manager (AHM) presented the committee with an overview of the recent audit carried out on work performed by the highways drainage contractors. A previous report had uncovered a variety of inconsistencies in the contractor's practices and demonstrated that there was a need to monitor the work more effectively.

Amongst some of the measures put in place to remedy these issues was a better use of technology to check that jobs had been completed in the appropriate locations and financial penalties issued when key indicators had not been met.

As part of the presentation, the AHM was able to show a screenshot of software that the team are using to monitor wet spots and drainage issues and extended councillors an invitation to view it in real time.

The presentation ended with a case study featuring a location in Surrey Heath where the team had to liaise with Network Rail to address flooding issues under a railway bridge which was successfully resolved.

156/16 HIGHWAYS UPDATE [FOR DECISION] [Item 11]

The Area Highways Manager (AHM) presented a report which updated the committee on the progress of this year's schedule of works and financial position. The report also included a proposal to introduce bus stop clearways at two existing bus stops on the A318 New Haw Road, Addlestone (Recommendation iv). This would prevent parking in the immediate vicinity of the bus stop, providing buses with a safe place to fully pull in alongside the kerb and prevent passengers from having to board or alight a bus in the carriageway, whilst avoiding the parked cars.

The Committee's discussion of the report centred on this item. Councillors who were familiar with the bus stop in question, contended that this was not a bus stop that is well used and that preventing parking in an area where it was already at a premium would only cause there to be less available parking elsewhere.

As this is a bus stop that has been operational for some time, members enquired what had prompted officers to seek this measure now and what evidence existed to demonstrate that the introduction of the bus clearways was now needed. In view of that information not having been provided, the committee deferred the decision on this item and requested that the Passenger Transport team supply their rationale, along with any supporting data, for consideration at the next meeting.

The Local Committee (Runnymede) agreed to:

- (i) Note the progress with schemes and revenue funded works for the 2017/18 financial year.
- (ii) Note the budgetary position.
- (iii) Note that a further Highways Update will be brought to the next meeting of this Committee.
- (iv) Defer this item until further information is brought to the November meeting.**

157/16 COMMUNITY SAFETY UPDATE [FOR INFORMATION] [Item 12]

The Committee were presented an update regarding crime and community safety in the borough. The presentation gave an overview of crime statistics against a number of activities such as burglary and anti-social behaviour. The presentation also covered the police team's recent community engagement activities and how they addressed recent issues such as traveller incursions.

The sergeant explained the national guidance for dealing with traveller incursions which were set out in slide 7 of her presentation and that any measures they take are in line with this guidance. The Committee related instances where police seemed reluctant to enforce injunctions even though there was criminal activity occurring. The sergeant explained that police can only intervene when criminal activity is reported and can be 'caught in the act'. Serving injunctions is also difficult as these are served against named individuals and it can be hard to determine who is involved and to whom the injunction should be served, especially if aliases are being used.

It was noted by the Committee that safe guarding was an important element of what the police did in relation to travellers. As so many of them have young children, preserving their welfare is an important goal. Recent national news stories had also underlined the importance of safeguarding all members of the community to protect vulnerable people of all ages.

The Committee expressed concern that one way that has been suggested to combat this problem was to establish permanent sites for the travellers' use.

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However, these would need to provide adequate facilities such as water and power and it was felt that these would be expensive to provide and maintain.

On the subject of burglaries, the sergeant was asked if the reduced street lighting had made any difference to the rise in incidents. The sergeant reported that burglaries occur at any time and many times these happen during the day whilst people are out at work. Therefore, it was difficult to ascribe burglaries to the street-lighting patterns.

The Committee noted the community engagement work that the police were undertaking especially the 'Meet the Beat' sessions that had been held around the borough. Councillors suggested that these should be publicised more robustly and that more notice should be given. Councillors would also welcome becoming more involved in the engagement work and would be happy to help with spreading information about these events.

The Committee thanked the sergeant for her time and her report was noted.

158/16 FORWARD PLAN [FOR DECISION] [Item 13]

Due to the Committee having very full agendas for both this meeting and their next private session, Cllr Colin Kemp would be invited to address the November committee.

The Local Committee agreed that the following items should be included in the next agenda:

- Update on the River Thames Scheme
- Highways Update
- Road Safety and Air Pollution
- Surrey Fire & Rescue annual review 2016/17
- **Address from Surrey's Cabinet Member for Highways, Colin Kemp**

Meeting ended at: 20:49

Chairman

Local / Joint Committee Decision Tracker

This tracker monitors progress against the decisions that the Local Committee has made. It is updated before each committee meeting. (Update provided at 15/11/17).

- Decisions will be marked as 'open', where work to implement the decision is ongoing.
- When decisions are reported to the committee as **complete**, they will also be marked as 'closed'. The Committee will then be asked to agree to remove these items from the tracker.
- Decisions may also be 'closed' if further progress is not possible at this time, even though the action is not yet complete. An explanation will be included in the comment section. In this case, the action will stay on the tracker unless the Committee decides to remove it.

Meeting Date	Item	Decision	Status (Open / Closed)	Officer	Comment or Update
13 March 2017	8	Agree that MMO should NOT be made for the location 119a-121 Chertsey Lane due to insufficient evidence to make order	Closed	Countryside Officer	<p>Appeal to the Secretary of State has resulted in the County Council being directed to make a MMO and add it to the definitive map.</p> <p>Order has been advertised and 3 objections have been received. This will be referred back to the Secretary of State for determination.</p> <p>As Local Committee involvement has now ceased, it is recommended that this item is removed from the tracker and that the Countryside Officer updates the divisional member periodically.</p>

SURREY COUNTY COUNCIL

HIGHWAYS UPDATE LOCAL COMMITTEE (RUNNYMEDE)



DATE: 27 NOVEMBER 2017

LEAD OFFICER: ANDREW MILNE - AREA HIGHWAYS MANAGER (NW)

SUBJECT: HIGHWAYS UPDATE

AREA(S) AFFECTED: ALL

SUMMARY OF ISSUE:

To report progress made on the delivery of proposed highways and developer funded schemes, and revenue funded works for the 2017/18 financial year.

To provide an update on the latest budgetary position for highway schemes and revenue maintenance.

To agree the proposed capital works programme for 2018/19.

To consider the introduction of a bus stop clearway in a bus stop lay-by on the A318 New Haw Road, Addlestone.

To consider the conversion of a short length of footpath between the A308 The Glanty and Lovett Road (Staines-upon-Thames) from a segregated footpath/cycleway to a shared footpath/cycleway.

To report on relevant topical highways matters.

RECOMMENDATIONS:

The Local Committee (Runnymede) is asked to:

- (i) **Note** the progress with schemes and revenue funded works for the 2017/18 financial year.
- (ii) **Note** the budgetary position.
- (iii) **Note** that a further Highways Update will be brought to the next meeting of this Committee.
- (iv) **Agree** the undelivered proposed capital works programme for 2017/18 shown in table 1 at section 2.2 is carried forward to become the 2018/19 capital works programme.

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- (v) **Agree** that £15,619 of unallocated parking surplus is used to help reduce the existing 2017/18 Local Committee capital budget overspend.
- (vi) **Agree** the introduction of a bus stop clearway (prohibiting stopping between 7am and 7pm from Monday to Saturday, except local buses) on A318 New Haw Road as detailed in the plan attached as Annex 1.
- (vii) **Agree** the conversion of the section of footpath between the A308 The Glanty and Lovett Road (Staines-upon-Thames) from a segregated footpath/cycleway to a shared footpath/cycleway.

REASONS FOR RECOMMENDATIONS:

Recommendations (i), (ii), (iii) and (iv) are made to enable progression of all highway related schemes and works.

Recommendation (vi) is made to address an ongoing problem with buses being unable to access a bus stop on the A318 New Haw Road (Addlestone) due to vehicles being parked in the bus stop lay-by.

Recommendation (vii) is made to allow a substandard width segregated footpath/cycleway to be converted to a shared footpath/cycleway as part of development related highway works.

1. INTRODUCTION AND BACKGROUND:

- 1.1 Surrey County Council's Local Transport Plan (LTP) states the aim of improving the highway network for all users, through measures such as reducing congestion, improving accessibility, reducing personal injury accidents, improving the environment and maintaining the highway network so that it is safe for all users.

2. ANALYSIS:

- 2.1 Local Committee finance

Revenue Budget 2017/18

- 2.1.1 The revenue maintenance allocation for Runnymede has been reduced from £168,688 (including Community Enhancement funding) in 2016/17 to £40,909 in 2017/18. In consequence, it is not possible to allocate Community Enhancement funding as in previous years. The budget will be retained as one sum and managed by the Highways Maintenance Engineer to best meet the maintenance demands of the area.
- 2.1.2 The reduction in budget will have a significant impact on the amount of revenue maintenance work that can be carried out.

Capital Budget 2017/18

- 2.1.3 The capital budget for 2017/18 has been confirmed as £36,363, which is a reduction of £192,598 on the 2016/17 figure of £228,961.

- 2.2 Local Committee capital works programme 2017/18

- 2.2.1 The capital works programme is presented as a combined programme of both ITS and capital maintenance schemes to provide a clearer picture of works and budgets. The programme shown in Table 1 was formally approved by the Local Committee at its public meeting held on 28 November 2016 prior to its 2017/18 capital budget being confirmed.
- 2.2.2 An over spend carried forward from the 2016/17 capital works programme has prevented the delivery of any capital schemes during 2017/18. As a result of the much reduced capital budget received by the Local Committee for 2017/18, part of the over spend from 2016/17 is likely to be carried forward again. It is current anticipated that this will reduce the available Local Committee capital allocation in 2018/19 by approximately £25,000. Subject to Local Committee agreement, this could be reduced to approximately £10,000 using unallocated parking surplus (see paragraph 2.5.2).

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Scheme Name	Detail/Limits	Progress	Estimated Cost (£)
Thorpe Lea Rd/Vicarage Rd/New Wickham Lane, Egham	Speed limit assessment	Design brief issued.	£10,000
Summerfield Close, Addlestone	Capital Maintenance (Resurface) – Full length of road.	No progress.	£13,720
Free Prae Road, Chertsey	Capital Maintenance (Resurface) – Part length of road.	No progress.	£7,136
Woodham Lane, New Haw	Installation of vehicle activated signs between Byfleet Road and Scotland Bridge Road.	Contingency Scheme	£8,000
Chertsey Lane, Staines-upon-Thames	Upgrade existing Pelican crossing to a Toucan Crossing (works to be coordinated with signals refurbishment)	Contingency Scheme	£15,000
Church Road, Addlestone	Feasibility study to assess options for improving pedestrian crossing facilities between School Lane and Brighton Road.	Contingency Scheme	£10,000
New Haw Road	Upgrade existing uncontrolled pedestrian crossing at junction with Byfleet Road/Woodham Lane	Contingency Scheme	£15,000
Trump Green Road, Virginia Water	Capital Maintenance (Resurface) – Part length of road.	Scheme completed as part of centrally funded surface dressing programme.	£72,000
The Ridings, Addlestone	Capital Maintenance (Resurface) – Full length of road.	Contingency Scheme	£35,000
Barnway, Englefield Green	Capital Maintenance (Resurface) – Full length of road.	Contingency Scheme	£47,700
Pooley Green Road, Egham	Capital Maintenance (Resurface) – Part length of road (including replacement of 6 pairs of speed cushions)	Contingency Scheme	£111,200

Table 1 – Capital works programme for 2017/18

2.3 Local Committee capital works programme 2018/19

2.3.1 Following consultation with the Chairman and Vice-Chairman of the Local Committee, it is proposed that the undelivered 2017/18 capital works programme (shown in table 1 above) is carried forward to form the Local Committee's 2018/19 capital works programme.

2.3.2 All costs shown are estimated and the programme value intentionally exceeds the budget likely to be received to enable flexibility of delivery. The list is presented in priority order and it is suggested that the Committee adopt a flexible approach to the list so that as schemes develop, the programme can be adapted to the available budget.

2.4 Local Committee revenue works programme 2017/18

2.4.1 Table 2 below shows the spend progress to date.

Item	Allocation (£)	Committed Spend to date (£)
Revenue maintenance allocation	£40,909	£40,403
Contractor OHP	Included in allocation figures	£467
Total	£40,909	£40,870

Table 2 – 2017/18 Revenue Maintenance Expenditure

2.5 Parking

2.5.1 The 2017 Runnymede parking review report was presented to the local committee on 3 July and the agreed proposals were advertised in September, with a closing date for comments/objections of 13 October. Objections and comments are being analysed and considered prior to sharing with members.

2.5.2 The Runnymede Local Committee has previously agreed that £9,598 of its share of the parking surplus generated in Runnymede should be allocated to delivering the proposals agreed through the 2017 parking review. However, there is a further £15,619 of parking surplus that is currently unallocated. The Local Committee is asked to agree that this unallocated funding is used to help reduce the existing overspend on the 2017/18 Local Committee capital budget.

Other highway related matters

2.6 Customer services

2.6.1 The total number of enquiries received for the nine months between January and September 2017 is 90,788, an average of 10,088 per month. This is a slight reduction in the average for the first six months of 2017 which was 10,880 per month and is in line with the seasonal trend where the summer months generate less enquiries.

2.6.2 For Runnymede specifically, 10,760 enquiries have been received since January of which 5,598 (52%) were directed to the local area office for action, of these 97% have been resolved. This response rate is slightly above the countywide average of 95%.

2.6.3 The Service is currently working to improve information on the Surrey County Council website to allow more customers to self-serve and reduce the need for them to contact us about routine matters. The recent improvement to the online reporting have seen a reduction in the number of duplicate reports received after customers have viewed defects on the map. Further

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developments are being implemented to improve the experience for those using mobile devices.

2.7 Major schemes

Runnymede Roundabout Major Scheme

2.7.1 Construction work has progressed well during the past few months on both the main roundabout and some of the approach arms, including:

- The installation and diversion of utility services along the A30 Egham By-pass, The Avenue and A308 Windsor Road.
- Installation of underground services across The Avenue and the roundabout that was undertaken overnight to minimise disruption
- The continuation of work to construct new drainage infrastructure across the roundabout.
- The removal of kerb lines around the main roundabout and A30 Egham By-pass to enable widening of the carriageway and creation of the additional lane.
- The commencement of work on the northern quarter of the roundabout to widen the A30 on-slip to the M25 and realignment of the dedicated filter lane to the A30 on-slip from the A308 Windsor Road.

2.7.2 From Sunday 12 November, preparatory works commenced to facilitate the closure of the eastern quarter of the roundabout and start construction of the new 'U-turn' facility that will be used by vehicles exiting the M25/A308 The Glanty heading towards Staines.

2.7.3 Considerable effort has been made to ensure traffic keeps flowing, including the installation of temporary traffic signals to replace the part time signals that had to be removed to make way for the new road construction and minor amendments to the general layout of the traffic management. Traffic is being monitored and signal timings altered slightly by the construction site team where necessary to avoid significant queues developing on individual approaches.

2.7.4 Communication with local stakeholders has been very good with a quarterly letter drop most recently taking place in October to provide 3,700 local residents living in a 1Km radius of the roundabout with information on upcoming work which may affect their journey. This is in addition to the regular updates provided via the roadworks and A30 Today web pages, email newsletter updates and social media notifications.

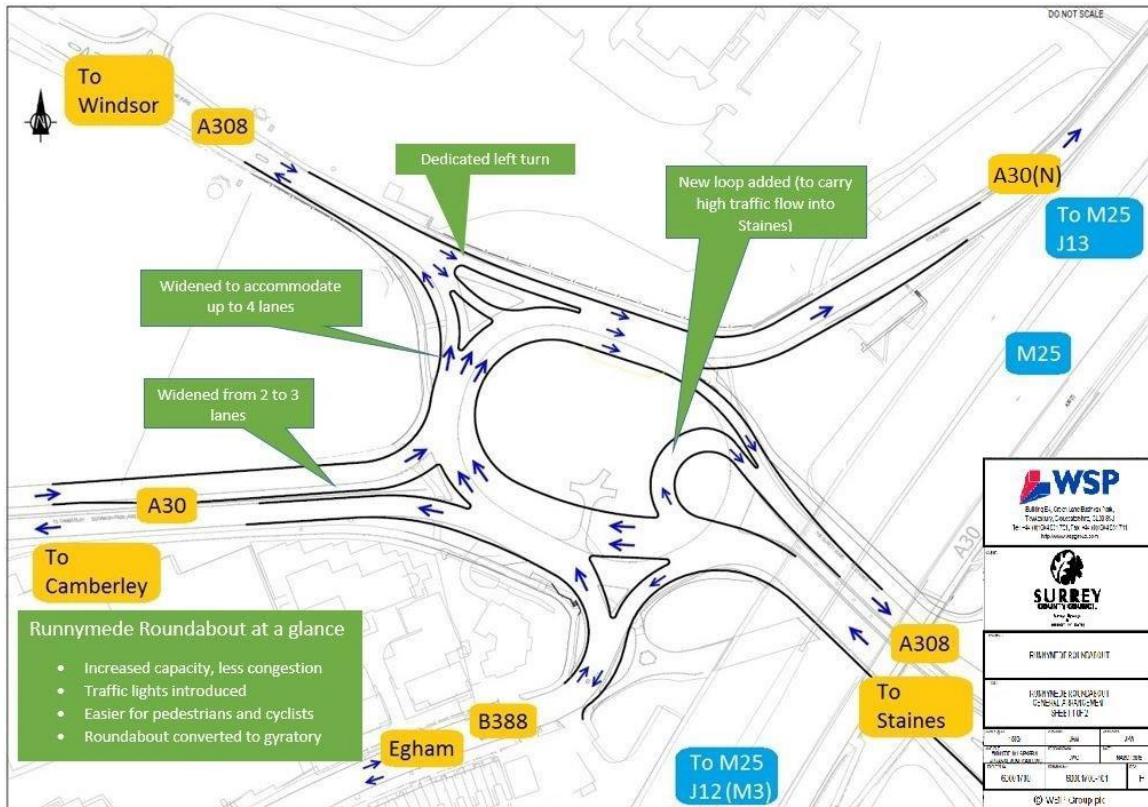


Figure 1 - Runnymede Roundabout Proposals

2.8 Centrally funded maintenance

2.8.1 Table 3 below shows the Horizon 2 Runnymede **Roads** programme for 2017/18 and the progress made in delivering the schemes.

Road	Location	Limits	Type of work	Progress
Grange Road	New Haw	Woodham Lane to Manor Drive	Road Surface Treatment	Complete
Liberty Lane	Addlestone	Brighton Road to end	Road Surface Treatment	Complete
Marley Close	Addlestone	Copperfield Close to end	Road Surface Treatment	Complete
Spring Rise	Egham	Lynwood to Limes Road	Road Surface Treatment	Complete
St Jude's Road	Egham	Middle Hill Roundabout	Road Major Maintenance	Complete

Table 3 – 2017/18 Horizon 2 Runnymede Roads Programme

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2.8.2 Table 4 below shows the Horizon 2 Runnymede **Pavement** programme for 2017/18 and the progress made in delivering the schemes.

Road	Location	Limits	Type of work	Progress
Acacia Drive/Close	Addlestone	Woodham Park Way to end.	Pavement Slurry Seal	Complete
Almners Road	Chertsey	Lyne Lane to Hardwick Lane	Pavement Slurry Seal	Complete
College Avenue	Egham	Mead Close to end	Pavement Slurry Seal	Complete
Little Green Lane	Chertsey	Guildford Road to Bittams Lane	Pavement Slurry Seal	Complete
Orchard Way	Addlestone	Liberty Lane to Monks Crescent	Pavement Slurry Seal	Complete

Table 4 – 2017/18 Horizon 2 Runnymede Pavement Programme

2.9 Road safety

2.9.1 Table 5 below shows the Runnymede road safety programme for 2017/18 and the progress made in delivering the schemes.

Scheme Name	Details/Limits	Progress	Estimated Cost (£)
A317 Weybridge Road/Weystone Road, Addlestone	Closure of Weystone Road at junction	Design complete. Public consultation complete.	£20,000
A317 Woburn Hill, Addlestone	Queue likely signs	Works ordered	£2,500
Malt Hill & North Street, Egham	Uncontrolled crossings	Design complete	£12,000
A320 Guildford Road/Green Lane, Chertsey	Install anti-skid surfacing on approach to roundabout	Works ordered	£17,000

Table 5 – 2017/18 Runnymede Road Safety Programme

2.10 Passenger Transport

- 2.10.1 At its meeting held on 25 September 2017, the Local Committee considered a proposal to introduce bus stop cage markings and a bus stop clearway restriction in 2 existing bus stops on the A318 New Haw Road, Addlestone. The first bus stop is located opposite the Wyevale Garden Centre adjacent to property numbers 35-39 New Haw Road. The second bus stop is located in the lay-by adjacent to the site which was previously the Black Horse public house.
- 2.10.2 The clearways were proposed to prohibit stopping except for local buses from 7am to 7pm from Monday to Saturday.
- 2.10.3 The clearways were proposed in response to a complaint of an ongoing problem with buses being unable to pull into the kerb due to inconsiderate parking at certain times of the day. This results in passengers having to board and alight buses in the carriageway.
- 2.10.4 A traffic regulation order is not required to introduce the bus stop clearway. However, the approval of the Local Committee is needed and therefore the Committee was asked to agree the proposal.
- 2.10.5 At the Committee meeting on 25 September 2017, councillors familiar with the location suggested the bus stops were not well used. In addition, concern was expressed about the impact the proposal would have on parking for local residents in an area where parking is already at a premium. The Committee also enquired about what evidence existed to demonstrate the need for the clearways to be introduced now given the bus stops have been in operation for many years. In view of this information not having been provided, the Committee deferred making a decision and requested that further information is supplied about the rationale behind the proposal, along with any supporting data, for consideration at the next meeting.
- 2.10.6 The following comments are made in response to the request for additional information:
- New Haw Road is a relatively busy bus corridor with bus services 456 Staines to Woking (hourly service), 457 St Peter's hospital to Rowtown (community bus) and 515 Addlestone to Kingston (hourly service) operating along this section of road.
 - The clearways have been proposed in response to a number of complaints from a member of the local community reliant on buses to maintain their independence and gain access to services. The resident has reported that buses are regularly unable to access the bus stops due to inconsiderate parking. On a number of occasions this has resulted in the buses not stopping to pick up the resident. (Site observations have confirmed an ongoing problem with vehicles parking in the bus stops).
 - If buses are unable to access bus stops this creates health and safety issues since passengers then have to board or alight in the carriageway. This also impacts on accessibility of the bus since it is unable to lower down to kerb level or deploy the ramp to assist wheelchair users or parents with buggies/prams. If drivers are unable to access a bus stop and are concerned about safety then they will not stop. In addition, parked vehicles can mask passengers waiting at a bus stop and drivers may not see them until it is too late to stop safely.

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- The times the proposed restriction would apply (7am to 7pm from Monday to Saturday) have been limited to the periods that the bus services operate to minimise any impacts on parking for local residents.
- The proposed length of the bus stop cage markings and associated clearway restrictions is greater than the length of a bus to allow sufficient space for a bus to pull into and out of the bus stop. However, the proposed length is below that recommended specificity to minimise any impact on parking. To reduce the length further would mean that buses would potentially be unable to access the bus stops (resulting in the clearway having limited benefit whilst still prohibiting parking).
- The bus service planning team are undertaking surveys to determine the level of usage of the bus stops. The findings of the surveys will be shared with members prior to the Local Committee meeting on 27 November 2017.

2.10.7 Further to the concerns raised by the Local Committee about the potential impact of the initial proposal on parking, officers have spoken with the complainant to further discuss their difficulties and see whether they could be addressed by an alternative proposal.

2.10.8 The resident suffers the greatest problems when trying to catch a bus in the Woking bound direction using the bus stop with the lay-by on the eastern side of the road. Generally they do not have the same level of difficulty when getting off the bus in the opposite direction (although parked vehicles do prevent buses from accessing the bus stop at times). As such, a clearway in the lay-by would be of greatest benefit.

2.10.9 Given the concerns about impacts on parking at the location and the resident's particular difficulties, it is recommended that the original proposal is revised and that initially a bus stop cage and clearway restriction are introduced only in the bus stop lay-by on the eastern side of the road (see plan attached in Annex 1).

2.10.10 Further monitoring can then be undertaken of the bus stop on the opposite of the road to determine whether additional measures are required.

2.10.11 Funding is not required from Runnymede Local Committee budgetary allocations to introduce the bus stop clearway.

2.11 Development Related Issues

2.11.1 The section of highway path in Staines-upon-Thames between the A308 The Glanty and Lovett Road (highlighted in the plan attached as Annex 2) is currently designated as a segregated footpath/cycleway. As such, the path is divided by a white line and one side is designated for pedestrian use whilst the other side is designated for the use of cyclists. As part of development related highway works, it is proposed that this section of footway is converted to a shared footpath/cycleway (where there is no dividing line and the whole surface is shared by pedestrians and cyclists). The proposal has arisen as a result of a developer being required to resurface the existing path, and a subsequent survey determining that the existing width is substandard for a segregated path but acceptable for a shared path. The Local Committee is therefore being asked to agree the change in designation of the path from segregated to shared use.

3. OPTIONS:

3.1 Options, where applicable, are presented in this report.

4. CONSULTATIONS:

4.1 Consultation is routinely carried out for highway-related schemes with relevant key parties, including residents, Local Members, Surrey Police and Safety Engineering. Specific details regarding consultation and any arising legal issues are included in individual scheme reports as appropriate.

5. FINANCIAL IMPLICATIONS:

- 5.1 Proposed ITS schemes are prioritised to ensure that the maximum public benefit is gained from any funding made available. So far as is practicable, Officer proposals follow the Countywide scheme assessment process (CASEM) and the prioritisation order determined by this.
- 5.2 The Committee Capital and Revenue Maintenance budgets are used to target the most urgent sites where a specific need arises, to keep up with general maintenance activities that reduce the need for expensive repairs in the future, and to support local priorities. The nature of these works is such that spend may vary slightly from that indicated.

6. WIDER IMPLICATIONS:

6.1 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding. An Equalities Impact Assessment is undertaken for each Integrated Transport Scheme as part of the design process.

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications
Equality and Diversity	No significant implications
Localism (including community involvement and impact)	No significant implications
Sustainability (including Climate Change and Carbon Emissions)	No significant implications
Corporate Parenting/Looked After Children	No significant implications
Safeguarding responsibilities for vulnerable children and adults	No significant implications
Public Health	No significant implications

7. CONCLUSION AND RECOMMENDATIONS:

- 7.1 The Committee is asked to note the progress with all schemes and budgets.
- 7.2 It is recommended that a further Highways Update is presented at the next meeting of this Committee.
- 7.3 The Committee is asked to approve the proposed capital works programme for 2018/19.
- 7.4 The Committee is asked to agree that £15,619 of unallocated parking surplus is used to help reduce the existing 2017/18 Local Committee capital budget overspend.
- 7.5 The Committee is asked to approve the introduction of the revised proposal to install a bus stop clearway on New Haw Road as detailed in Annex 1 to help ensure vehicles do not park/wait in the bus stop lay-by preventing access for buses.
- 7.6 The Committee is asked to agree the conversion of the section of footpath between the A308 The Glanty and Lovett Road (Staines-upon-Thames) from a segregated footpath/cycleway to a shared footpath/cycleway.

8. WHAT HAPPENS NEXT:

- 8.1 Officers will continue to progress delivery of all schemes and ensure effective use of all budgets.
- 8.2 Subject to Committee approval, the proposed bus stop clearway will be introduced on the A318 New Haw Road.
- 8.3 Subject to Committee approval, the section of footpath between the A308 The Glanty and Lovett Road (Staines-upon-Thames) will be converted from a segregated footpath/cycleway to a shared footpath/cycleway as part of development related highway works.

Contact Officer:

Jason Gosden, Senior Engineer (NW) – 0300 200 1003

Consulted: As described in the report

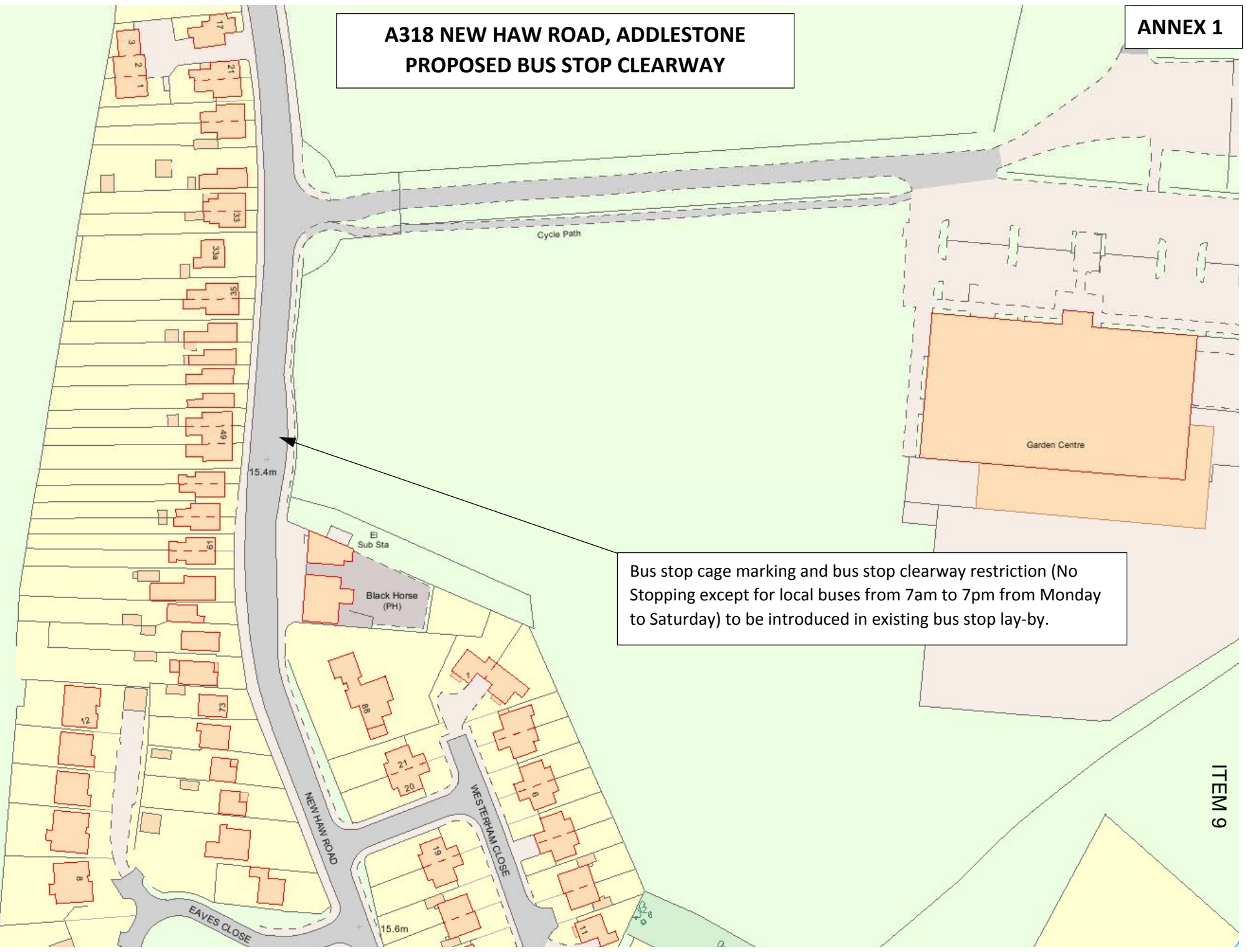
Annexes:

Annex 1 - A318 New Haw Road, Addlestone - Proposed Bus Stop Clearway

Annex 2 – A308 The Glanty, Staines-upon-Thames – Proposed Changes to Footpath/Cycleway

Background papers: Previous Highways Updates can be found online at the website cited below

**A318 NEW HAW ROAD, ADDLESTONE
PROPOSED BUS STOP CLEARWAY**



Bus stop cage marking and bus stop clearway restriction (No Stopping except for local buses from 7am to 7pm from Monday to Saturday) to be introduced in existing bus stop lay-by.

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**A308 THE GLANTY, STAINES-UPON-THAMES
PROPOSED CHANGES TO FOOTPATH/CYCLEWAY**



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Section of path to be converted from a segregated footpath/cycleway to a shared footpath/cycleway.

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (RUNNYMEDE)

DATE: 27 NOVEMBER 2017

LEAD OFFICER: ANDREW MILNE – AREA HIGHWAYS MANAGER (NW)

SUBJECT: WEYSTONE ROAD – PROPOSED CLOSURE AT JUNCTION WITH A317

DIVISION: ADDLESTONE



SUMMARY OF ISSUE:

To consider a proposal to permanently close Weystone Road at its junction with the A317 Weybridge Road and Hamm Court, Addlestone.

RECOMMENDATIONS:

The Local Committee (Runnymede) is asked to agree:

- (i) That the proposed closure of Weystone Road at its junction with A317 Weybridge Road is not implemented at the current time.
- (ii) That the safety record of the junction of Weybridge Road with Weystone Road and Hamm Court continues to be monitored to determine whether the recent improvement in safety is maintained.
- (iii) The implementation of safety improvements at the junction is reconsidered if the recent improvement in the safety record is not maintained.

REASONS FOR RECOMMENDATION:

The public have been consulted about a proposal to close Weystone Road at its junction with Weybridge Road and Hamm Court. The scheme was proposed after the junction was identified as having a poor safety record and was considered by the Runnymede Road Safety Working Group at its meeting in April 2015.

The majority of responses to the consultation have been opposed to the proposal and 2 petitions against the scheme have been received from local residents.

Since a significant increase in personal injury collisions at the junction in 2014 the safety record at the junction has improved.

1. INTRODUCTION AND BACKGROUND:

- 1.1 Weystone Road is a D-class road that is approximately 75m in length and provides a link between the A317 Weybridge Road and Addlestone Road. It is located in Runnymede but lies very close to the Borough Boundary with Elmbridge (see location plan below).

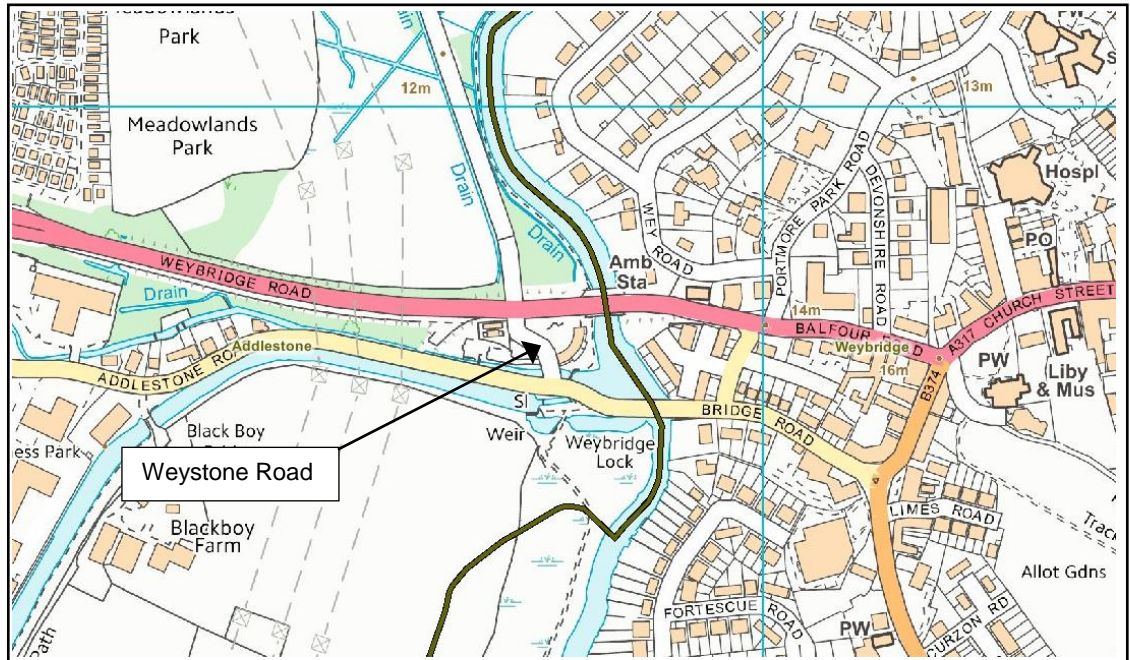


Figure 1 – Location Plan

- 1.2 The road is subject to a 30mph speed limit, is narrow along certain parts of its length, includes a relatively sharp bend and has a gradient (downhill in the north to south direction). At its southern end the road passes over a narrow bridge adjacent to its junction with Addlestone Road.
- 1.3 Admiral Stirling Court (a residential development of 7 properties), an electrical substation and a small public car park are accessed from Weystone Road.
- 1.4 Some drivers use Weystone Road and Bridge Road as an alternative route to the A317 Weybridge Road/Balfour Road and Church Street when travelling to and from Weybridge (especially at peak times when the main road route can be heavily congested).
- 1.5 As part of ongoing monitoring of personal injury collisions across the Surrey road network, the County Council's Road Safety team identify locations with a poor safety record. These can be either locations where clusters of collisions are occurring at a specific point (such as a junction or bend) or where a large number of collisions are occurring along a length of road.
- 1.6 Locations highlighted as having a poor safety record are then considered by the Road Safety Working Group (RSWG) for the relevant borough or district. This working group (which consists of specialist road safety officers from both Surrey Police and Surrey County Council) then analyses the collisions to determine any patterns and tries to identify possible measures to help improve safety.

- 1.7 At its northern end, Weystone Road has a junction with the A317 Weybridge Road and Hamm Court. Following this crossroads junction being highlighted as having a poor safety record, the site was considered by the Runnymede RSWG at its meeting held in April 2015.



Figure 2 – Weystone Road, approach to junction with Weybridge Road.

- 1.8 At the time the location was considered by the Runnymede RSWG there had been 9 personal injury collisions at the junction in the preceding 3 year period. A number of these involved vehicles either entering or exiting Weystone Road.
- 1.9 Having considered the site collision history and options for trying to improve road safety, the Runnymede RSWG proposed a scheme to permanently close Weystone Road at its junction with Weybridge Road. The purpose of the scheme was to help improve safety by simplifying the junction layout and removing a significant number of the turning movements.
- 1.10 A potential source of funding (developer contributions) was subsequently identified and the proposal was then designed.
- 1.11 As shown in the plan attached as Annex 1 the proposal involves closing Weystone Road by extending the footway on the southern side of Weybridge Road across the junction. Bollards would be installed to prevent vehicles from driving over the new footway area. In addition, the opportunity would be taken to implement cycle improvements as part of the scheme by introducing additional signing and an extension to the existing shared facility.

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- 1.12 The proposed closure would effectively mean Weystone Road would become a no through road and all vehicular access would be from its southern end via Addlestone Road.
- 1.13 Following completion of the design, consultation has recently been undertaken to seek the public's views on the proposal. In addition, the latest available personal injury collision data for the junction has been reviewed.

2. ANALYSIS:

Road Safety Record

- 2.1 There have been 13 personal injury collisions at the junction of Weystone Road with the A317 Weybridge Road and Hamm Court since 2010.
- 2.2 Table 1 below shows the number of personal injury collisions at the junction each year over this period and their severity.

Year	Severity			Total
	Slight	Serious	Fatal	
2010	0	0	0	0
2011	1	1	0	2
2012	1	0	0	1
2013	1	1	0	2
2014	4	2	0	6
2015	0	0	0	0
2016	0	0	1	1
2017 (to 31/7/17)	1	0	0	1
Total	9	4	1	13

Table 1 – Personal Injury Collision Statistics

- 2.3 6 of the 13 personal injury collisions occurred in 2014, a much larger number than any other year since 2010. The reason for this is unclear.
- 2.4 At the time the Runnymede RSWG considered the location at its meeting in April 2015, there had been 9 personal injury collisions at the junction in the latest 3 year period of available data. An analysis of this data showed that a number of these collision involved vehicles either entering or exiting Weystone Road.
- 2.5 The data in Table 1 shows that since 2014 there has been a reduced number of personal injury collision. It is therefore possible that the increase in collisions in 2014 was an anomaly rather than the start of a trend. However, without data over a longer period it is difficult to make a meaningful conclusion.

- 2.6 It should be noted that whilst the above table indicates that tragically a fatality occurred on the A317 Weybridge Road near the junction with Weystone Road and Hamm Court in 2016, this involved a cyclist and no other vehicles and the presence of the junction was not a contributory factor.

Traffic Survey Data

- 2.7 A 12 hour manual classified traffic survey was undertaken on Thursday 10 September 2015 between 7am and 7pm. This survey recorded the number of vehicles turning into Weystone Road from either direction of Weybridge and turning out from Weystone Road onto Weybridge Road in either direction.
- 2.8 A summary of the survey results are attached as Annex 2 to the report.
- 2.9 The results show that the number of vehicles using Weystone Road is relatively small. On the day of the survey, the highest movement of vehicles into or out of Weystone Road was the right turn into Weystone Road from Weybridge Road. With the exception of the small number of people accessing the car park or Admiral Stirling Court, these vehicles would then almost inevitably have been turning left to head towards Weybridge via Bridge Road.

3. OPTIONS:

- 3.1 This report details a proposal to permanently close Weystone Road at its junction with Weybridge Road and Hamm Court but recommends against its introduction at the current time.
- 3.2 Alternative options that have been considered include:

a. Introduce the closure on an experimental basis

The proposed closure could initially be introduced on an experimental basis and its impacts assessed before deciding whether it should be made permanent. However, it would be difficult to determine the effect of the closure on safety within the 18 month maximum duration of an experimental order.

b. Introduce One-Way System in Weystone Road

This option would remove some turning movements at the junction of Weystone Road with Weybridge Road. However, it would not have the same benefits as closing the road (which would remove all movements into and out of Weystone Road). In addition, the relatively short length of Weystone Road could result in an increased risk of some drivers ignoring the restriction.

c. Introduce Banned Turns at the Junction Between Weystone Road and Weybridge Road

Restrictions could be introduced to prohibit certain movements at the junction (for example, the right turns could be banned). However, this would not have the same benefits as closing the road and removing all movements into and out of Weystone Road. In addition, some motorists

are likely to contravene the prohibited turns unless measures are introduced to physically prevent these movements. This would be difficult to do without impacting on other movements that are not being restricted.

4. CONSULTATIONS:

- 4.1 The emergency services, UK Power Network, Runnymede Borough Council, Runnymede Access Liaison Group, the residents of Admiral Stirling Court and the Divisional Member for Weybridge (Elmbridge borough) have been consulted about the proposal.
- 4.2 In addition, a large sign was erected on site to advise users of Weystone Road of the proposal and direct them to the County Councils website for more details and for information about how to make comments.
- 4.3 Responses were received from 3 residents from Admiral Stirling Court. All were in support of the proposal. Surrey Police also responded confirming support for the proposal.
- 4.4 UK Power Network has confirmed it has no objection to the proposed closure provided they can maintain access to the electricity substation.
- 4.5 The Divisional Member for Weybridge has indicated his support for Elmbridge residents opposed to the closing of Weybridge Road because of the potential impact it would have on journey times.
- 4.6 The sign on site and information on the County Council's website have been effective in highlighting the proposal to users of Weystone Road and comments have been received from 42 road users. The majority of these comments are from residents living in the local area (especially residents of Hamm Court, Wey Meadows and Bridge Road). Of these responses, 33 opposed the proposal, 6 were in support and 3 did not indicate support or opposition.
- 4.7 In addition, 2 separate petitions have been received. The first petition has 94 signatures, the majority of them from residents living in Wey Meadows and Riverside Park. The second petition has 36 signatures from residents from Portmore Quays and Bridge Road.
- 4.8 The main grounds for objection were stated as following:
 - Weystone Road is part of a useful route many local residents use to access their properties. Closing the road will lead to increased journey times and inconvenience for these residents.
 - Weystone Road helps provide an alternative route to the often congested A317 Weybridge Road/Balfour Road and Church Street route into and out of Elmbridge. It therefore helps improve traffic flow and reduce congestion.
 - Closing Weystone Road would make it more difficult for emergency service vehicles to reach Wey Meadows and Riverside Park during busy traffic periods (with access options already being limited by the width and weight restrictions on the Old Wey Bridge on Bridge Road).

- Weystone Road is an adopted road and therefore all motorists should have a right to use it.
- Not aware of a safety issue at the junction.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 There are no financial implications arising from the recommendation of this report.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 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.

7. LOCALISM:

- 7.1 The Local Community has been given the opportunity to express their views about the proposal through the consultation process.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report
Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	No significant implications arising from this report

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 The majority of responses received to the consultation for the proposed closure of Weystone Road were opposed to the proposal. In addition, the County Council has received 2 separate petitions (signed predominantly by local residents from both Runnymede and Elmbridge) against the closure.
- 9.2 The closure was initially proposed at a time when there had been a significant increase in personal injury collisions at the junction. The purpose of the scheme was primarily to help improve safety by simplifying the junction layout and reducing the number of turning movements. However, an analysis of the latest personal injury collision data shows there has been an improvement in safety at the junction since the closure was first proposed.
- 9.3 Given the level of objection to the proposed closure and the recent improvement in the safety record at the junction, it is recommended that the closure is not implemented at present. However, it is also recommended that the County Council's Road Safety team continue to monitor safety at the

www.surreycc.gov.uk/runnymede

junction and that the proposed closure is reconsidered, together with alternative options to improve safety, if the number of personal injury collisions increases again.

10. WHAT HAPPENS NEXT:

- 10.1 Subject to the Local Committee agreeing the recommendations of this report, the County Council's Road Safety team will continue to monitor the safety record for the junction.

Contact Officer:

Jason Gosden – 0300 200 1003

Consulted: As described in the report.

Annexes:

Annex 1 – Proposed Closure of Weystone Road - Scheme Design

Annex 2 – Proposed Closure of Weystone Road - Survey Data

Sources/background papers:

None

A317 WEYBRIDGE ROAD



New area of ramped footway to be installed, with associated bollards. Proposed footway to be approximately 6m in to Weystone Road.

Existing junction bellmouth to be removed.

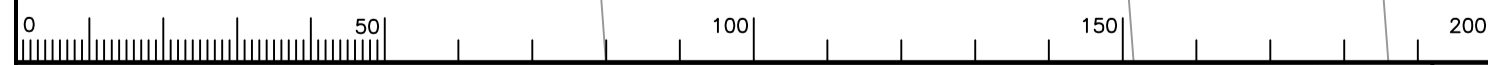
WEYSTONE ROAD

Admiral Stirling Court

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks. (Reference shall also be made to the Design Hazard Log)

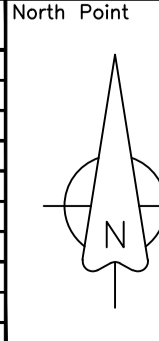
CONSTRUCTION:
MAINTENANCE/CLEANING:
USE:
DECOMMISSIONING/DEMOLITION:
It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement.



Notes

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

File Name: I:\EA\PC all\Resource Pool\Projects\MW Runnymede\PC0647 Weybridge Road jw Weystone Road, Addlestone\Drawings\Current\PC0647_02 Weybridge Road jw Weystone Road Consult\0647_02 @ A2



Project
 WEYBRIDGE ROAD J/W WEYSTONE LANE
 ADDLESTONE, RUNNYMEDE
 Drawing
 CYCLE ACCESS ONLY
 CONSULTATION OVERVIEW PLAN

Drawn by	HB	Sig.	HB	Date	04/07/17
Checked by	SP	Sig.	SP	Date	04/07/17
Approved by	DC	Sig.	DC	Date	04/07/17

SURREY
 COUNTY COUNCIL
 Building a better future for Surrey

Project No.	PC0647
Contract Sheet No.	
Drawing No.	PC0647_02
Rev.	-
Classification	CONSTRUCTION

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A317 Weybridge Road j/w Weystone Road
Weybridge

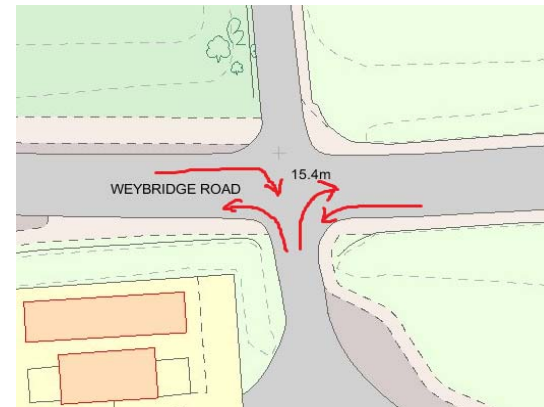
Grid Reference: 506775 164814

Date: Thurs 10.12.15

Weather : Dry

Turning movements

START TIME	END TIME	ENTERING JUNCTION FROM												JUNCTION TOTAL				
		Road No. Name				A317 Weybridge Road (east)				D3093 Weystone Road					A317 Weybridge Road (west)			
		←	↑	→	TOTAL	←	↑	→	TOTAL	←	↑	→	TOTAL	←	↑	→	TOTAL	
07:00	07:30	0	0	0	0	4	0	0	4	1	0	0	1	0	0	9	9	14
07:30	08:00	0	0	0	0	2	0	0	2	1	0	1	2	0	0	3	3	7
08:00	08:30	0	0	0	0	6	0	0	6	0	0	3	3	0	0	5	5	14
08:30	09:00	0	0	0	0	2	0	0	2	0	0	7	7	0	0	9	9	18
09:00	09:30	0	0	0	0	3	0	0	3	1	0	5	6	0	0	12	12	21
09:30	10:00	0	0	0	0	1	0	0	1	4	0	0	4	0	0	27	27	32
10:00	11:00	0	0	0	0	3	0	0	3	6	0	4	10	0	0	52	52	65
11:00	12:00	0	0	0	0	7	0	0	7	8	0	0	8	0	0	31	31	46
12:00	13:00	0	0	0	0	6	0	0	6	4	0	0	4	0	0	34	34	44
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TOTAL		0	0	0	0	90	0	0	90	53	0	70	123	0	0	301	301	514



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CLASSIFICATION	ENTERING JUNCTION FROM															
	Road No. Name				A317 Weybridge Road (east)				D3093 Weystone Road				A317 Weybridge Road (west)			
	←	↑	→	TOTAL	←	↑	→	TOTAL	←	↑	→	TOTAL	←	↑	→	TOTAL
0800-0900																
Motor Cars	0	0	0	0	7	0	0	0	0	0	9	0	0	0	0	11
Light Goods	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	2
OGV1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
OGV2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses & Coaches	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	8	0	0	0	0	0	10	0	0	0	0	14
Motor & Pedal cycles	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
1700-1800																
Motor Cars	0	0	0	0	14	0	0	5	0	14	0	0	0	0	0	25
Light Goods	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	4
OGV1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses & Coaches	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	15	0	0	5	0	16	0	0	0	0	0	29
Motor & Pedal cycles	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3

Note
 OGV1 2 or 3 axle rigid vehicles > 3.5 tonnes
 OGV2 4 or more axles rigid, 3 or more axles articulated, or other goods vehicles with trailer

Name	Initials / Signature	Date
Prepared by: Abby Bushell	AB	17.12.15
Checked & approved by:		
Status		
Comments		
Project No.		
File reference:	p:\halfday\MCTCNT\2015	

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