

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (RUNNYMEDE)****DATE:** 9 JUNE 2014**LEAD OFFICER:** Andrew Milne, Area Team Manager**SUBJECT:** MAGNA CARTA – HIGHWAY SAFETY MEASURES**DIVISION:** Englefield Green**SUMMARY OF ISSUE:**

On 15 June 2015 it will be the 800th Anniversary of the sealing of the Magna Carta in Runnymede.

Surrey County Council has been working with various partners to develop a range of proposals to help both celebrate the 800th Anniversary itself and create a lasting legacy.

These proposals cover an area that includes sites on both sides of the busy A308 Windsor Road. A package of highway improvements has therefore been developed to help support these celebrations and enhance future visitor safety. This report provides details of the proposed measures.

RECOMMENDATIONS:**The Local Committee (Runnymede) is asked to agree that:**

- (i) A speed limit of 40mph is introduced for the section of the A308 Windsor Road currently subject to a 60mph speed limit, conditional upon the formal approval of Surrey Police and a speed limit assessment confirming that this proposed limit is appropriate.
- (ii) Subject to the conditions in recommendation (i) that a Traffic Regulation Order for the proposed speed limit change is promoted.
- (iii) The Area Team Manager is authorised to advertise the necessary legal notice for the introduction of a signal controlled crossing adjacent to the Lutyens Buildings on the A308 Windsor Road.
- (iv) The Area Team Manager is authorised to consider and resolve any objections received in response to both the Traffic Regulation Order and the notice as described above with the Chairman and Divisional Member.

The Local Committee (Runnymede) is also asked to note:

- (v) The other highway improvements included as part of the package of measures proposed by the Magna Carta Highway Resolution Group.

REASONS FOR RECOMMENDATIONS:

The highway improvements proposed will help reduce the impact of the A308 Windsor Road on the Magna Carta site and enhance safety for visitors by encouraging lower vehicle speeds and providing improved crossing facilities for pedestrians and cyclists. These proposed measures will support plans to create a legacy and attract increased numbers of visitors to the area.

To enable delivery of the proposed measures in time for the 2015 celebrations it is essential that all necessary permissions are obtained in this Committee cycle.

1. INTRODUCTION AND BACKGROUND:

- 1.1 The sealing of the Magna Carta in Runnymede is a major part of Surrey's heritage and cultural identity, and the 800th anniversary (15 June 2015) will be an occasion of national and international significance. The Runnymede Meadow site witnessed the sealing of the Magna Carta which established the Rule of Law and Human Rights and effectively challenged for the first time the divine right of Kings.
- 1.2 The County Council is providing strategic oversight, working with local, national and international partners to ensure that the 800th anniversary is celebrated and a lasting legacy is created by raising the profile of the area.
- 1.3 At its meeting on 24 February 2014 the Local Committee was updated on progress being made both with plans for celebration events in 2015 and proposals to create a lasting legacy.
- 1.4 The legacy proposals cover an area that includes the site of the sealing of the Magna Carta, Runnymede Pleasure Ground, the ancient historic Meadows/National Trust Runnymede estate, Wraysbury, Ankerwycke, the Magna Carta and Kennedy memorials, the RAF Memorial (Commonwealth War Graves Memorial) and also its adjacent woodland setting.
- 1.5 The A308 Windsor Road runs through the centre of this area.
- 1.6 The introduction of appropriate highway measures would help reduce the impact of the road and enhance visitor safety.
- 1.6 The Magna Carta Highway Resolution Group (a partnership of Officers from Surrey County Council, Runnymede Borough Council, Royal Borough of Windsor and Maidenhead, National Trust and Royal Holloway University of London) has been considering possible highway safety improvements with the aim of agreeing a package of appropriate measures to be implemented.

2. ANALYSIS:

- 2.1 The Runnymede Magna Carta site is situated northwest of Egham on the southern side of the River Thames. The majority of the visitors are attracted to the western end of the site, where car parks are provided and the National Trust operate a Tea Room from the southern of two Lutyens-designed buildings.

- 2.2 The A308 Windsor Road runs through the site and provides a link between the Runnymede Roundabout (with access to M25 Junction 13) and Old Windsor. Approximately midway along its length there are a series of bends. The remainder of the road is relatively straight.
- 2.3 Windsor Road is street lit and subject to a 40mph speed limit between the Runnymede Roundabout and the entrance to the Runnymede Pleasure Ground. The remainder of the road is unlit and subject to National Speed Limit (60mph).
- 2.4 There is a pedestrian footway on the northern side of the road between the Runnymede Roundabout and the Runnymede Pleasure Ground and a footway on the southern side for about 300m from the Runnymede Roundabout. There are no footways between the Runnymede Pleasure Ground and the Lutyens Buildings. However, there is a path alongside the River Thames over this length.
- 2.5 Pedestrian crossing facilities along the length of Windsor Road are currently limited. There are uncontrolled crossing points at the entrance to the Runnymede-upon Thames hotel (with refuges in the centre of the road) and on the immediate approach to the Runnymede Roundabout. There are then no further formal crossing points until the Lutyens buildings at the western end. However, between the Runnymede Pleasure Ground and the National Trust car parks there are a number of informal crossing points (where gaps are provided in the fencing) where paths meet the road on its southern side.
- 2.6 At the entrance to the National Trust car parks there are two large refuges. There are gaps in the fencing at these points and pedestrians use the refuges to cross between the northern car park and Longmead Meadow. However, the refuges do not have dropped kerbs and pedestrians have to wait on areas of verge at either side of the road.
- 2.7 Immediately west of the Lutyens buildings there is an existing uncontrolled crossing where pedestrians cross to and from the Brunel Boat Yard and the Thames Path. The crossing has dropped kerbs but visibility for pedestrians is restricted by the presence of commemorative stone pillars on either side of the road.
- 2.8 In the 3 year period from November 2010 to October 2013 (latest available data) there were 9 personal injury accidents along the length of Windsor Road. 7 of the accidents resulted in slight injuries whilst 2 result in serious injuries. One accident (slight injury) involved a pedestrian (who was walking in the road in the early hours of the morning). None of the accidents involved cyclists.
- 2.9 Following a number of fatal and serious accidents through the series of bends approximately mid-way along Windsor Road, a double white line system (prohibiting overtaking) was introduced through the bends and vehicle activated signs were installed on either approach in 2010. There have been no personal injury accidents along this section of road since the measures were installed.

3. OPTIONS:

- 3.1 A leading consultant was appointed to assist in creating a Masterplan for Runnymede and Ankerwycke. As part of their work, they recommended a number of measures aimed at reducing vehicle speeds along the A308 Windsor Road and improving crossing facilities for pedestrians and cyclists.
- 3.2 These recommendations have been considered by the Magna Carta Highway Resolution Group together with the views of the organisations represented within the group, and those expressed through public consultation with local residents in summer 2013.
- 3.3 Having examined the alternative options and considered the various views expressed, the Magna Carta Highway Resolution Group has agreed that the following highway improvement measures should be introduced subject to necessary permissions being obtained from the Runnymede Local Committee. The Group considers that these proposals strike an appropriate balance between improving safety for visitors whilst also recognising the function of the road and minimising the impact on the natural environment:

a) **Installation of a new signalised crossing near the Lutyens Buildings.**

b) **Upgrading the 2 pedestrian refuges near the entrance to the car parks near the Lutyens Buildings.**

Works would include provision of dropped kerbs and enhanced waiting areas at edge of carriageway.

c) **Installation of a new pedestrian refuge between the Lutyens Buildings and Runnymede Pleasure Ground.**

All pedestrians crossing in this length would then be encouraged to use this improved crossing point rather than the existing informal crossings.

d) **Installation of a new pedestrian refuge near the access to Runnymede Pleasure Ground.**

The new refuge would be provided in conjunction with the introduction of a right turn lane in the centre of the carriageway for vehicles entering the Pleasure Ground. A new permissive pedestrian route will then be created on National Trust land to provide access to Runnymede Meadows.

e) **Installation of a new pedestrian refuge near the junction with Yard Mead**

This would provide an improved crossing point on a route linking Egham Town Centre to the Thames Path and river.

f) **Reduction in speed limit**

The introduction of a reduced speed limit is subject to a speed limit assessment being undertaken in accordance with SCC's Speed Management Policy, and Surrey Police being formally consulted.

Subject to a reduced speed limit being agreed, it is also proposed that an application be made to the Department for Transport for authorisation to sign the speed limit using repeater roundels on the road surface in place of the normal upright repeater signs on posts. This would help to minimise the visual impact of the proposal.

g) Introduction of gateway features to help give identity to the area and encourage lower vehicle speeds.

The measures are likely to consist of a combination of signs, road markings and coloured road surfacing.

- 3.4 It may not be possible to provide some of the above proposals fully within the limits of the public highway. However, where necessary the National Trust has agreed to provide small areas of their land under a 999 year lease agreement to allow the measures to be installed.
- 3.5 In addition to the above measures, the proposed Runnymede Roundabout and Egham Sustainable Transport Package major schemes will provide improved links and crossing facilities for pedestrians and cyclists at the Runnymede Roundabout and more generally in the Egham area. These will help provide improved links between the Runnymede site and Egham town centre.

4. CONSULTATIONS:

- 4.1 Extensive consultation has taken place with residents about the Magna Carta proposals as a whole. The speed of traffic using the A308 Windsor Road and the difficulty of crossing the road were identified as local concerns.
- 4.2 Key stakeholders are represented on the Magna Carta Highway Resolution Group and have been involved in agreeing the highway measures proposed.
- 4.3 Initial consultation has taken place with Surrey Police. Further consultation will be undertaken once the proposals are developed in more detail and its formal view about the proposed reduction in speed limit will be sought as part of the speed limit assessment process.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The total estimated cost of the proposals detailed is £250,000.
- 5.2 The funding source is to be determined but will not come from the Runnymede Local Committee budgetary allocations.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 The site currently has limited accessibility and the proposed improvements to pedestrian/cycle crossing facilities together with wider proposals for the site will help improve this for all visitors and residents.

7. LOCALISM:

- 7.1 Through consultation in 2013 the local community has been given the opportunity to highlight the issues that matter to them in relation to the Magna Carta proposals. The speed of traffic using the A308 Windsor Road and the difficulty of crossing the road were highlighted as concerns. The introduction of the proposed highway safety measures responds to these concerns.

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 800th anniversary of the sealing of the Magna Carta occurs on the 15 June 2015 and will be an occasion of National and International significance.
- 9.2 An extensive range of events and proposals are being developed to both mark the anniversary and also to attract increased numbers of visitors to the Runnymede site in the future and create a lasting legacy.
- 9.3 The Runnymede site includes visitor attractions and parking on either side of the A308 Windsor Road. At present there are limited facilities to help pedestrians cross Windsor Road which is subject to a 60mph speed limit over much of its length.
- 9.4 Surrey County Council has worked in partnership with key stakeholders to identify an appropriate package of proposed highway improvements. These will help reduce the impact of the A308 Windsor Road and enhance safety for visitors by encouraging lower vehicle speeds and providing improved crossing facilities for pedestrians and cyclists.
- 9.5 It is recommended that work on implementing these measures starts as soon as possible with the intention of having them in place by June 2015.

10. WHAT HAPPENS NEXT:

- 10.1 The speed limit assessment will be undertaken and the results reported back to the Local Committee.

10.2 The detailed design of the proposed highway improvements will be undertaken with the intention of then installing the measures by June 2015.

Contact Officer:

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Consulted:

National Trust, Runnymede Borough Council, Royal Holloway University of London, Royal Borough of Windsor and Maidenhead.

Annexes:

None

Sources/background papers:

Magna Carta 2015 report presented at the Runnymede Local Committee meeting on 24 February 2014.

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