

**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).

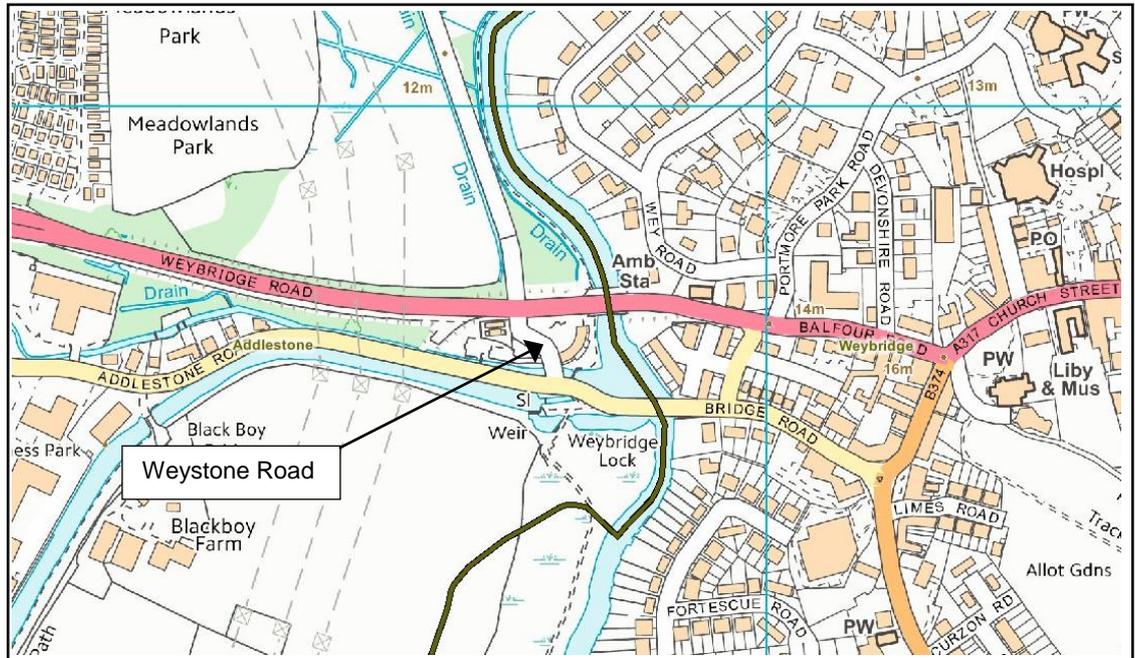


Figure 1 – Location Plan

- 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](http://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.

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**Contact Officer:**

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**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

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