



SCC LOCAL COMMITTEE IN ELMBRIDGE – 26 November 2018

AGENDA ITEM 04

WRITTEN PUBLIC QUESTIONS AND STATEMENTS

Question 1: Mr Wilf Hardy

Re: Weybridge road safety

- a) When crossing at the junction of Oatlands Avenue & Queens Road (heading in the direction of the railway line) if you cross where the kerb is dropped, as you have a pushchair or wheelchair, you cannot see the traffic on Queens Road. This means you cross blind to traffic coming round the corner, which due to the road set ups does not slow down very much. I have already had a couple of "near misses" when walking with a pushchair.

Could this junction please be reviewed. It may be that something simple like extending the pavement could solve this potential danger point to pedestrians?

- b) The Haines Rd bridge over the main railway line on the Queens Road has very narrow pavements (and a balustrade that is lower than the Network Rail standard). This means if you meet a pushchair or wheelchair whilst walking across the bridge, someone has to walk in what is a very busy road.

To resolve this could Network Rail be lobbied to put in a pedestrian bridge ? They have already done so elsewhere e.g. Basingstoke.

Officer Response:

- a) The current layout includes dropped kerbs on each side of the junction, plus a refuge island in the mouth of the junction. Elmbridge Local Committee recently (2018-19) allocated funding for Surrey Highways to investigate and prepare funding bids in support of measures to improve mobility across Elmbridge. This location was included and a bid submitted to the Weybridge Local Spending Board for Community Infrastructure Levy (CIL) funding. Elmbridge Borough Council, as planning authority, collects CIL from developments which can be used to deliver infrastructure improvements. The Local Spending Board will be held in spring 2019.
- b) Surrey Highways, in partnership with Surrey Police, identifies locations with a poor safety record by analysing collision data and trends. Locations of community concern are also considered, when residents, elected members or community surveys have highlighted locations where it is thought that there may be a traffic problem. Assessment potentially leads to the development of measures such as physical changes, enforcement, or educational campaigns. The council does currently receive a small amount of funding to be used specifically to reduce road casualties. These resources are focussed on sites where there are patterns of casualties that could potentially be addressed through engineering interventions. We are obliged to prioritise those sites with the greatest frequency of casualties, ahead of those sites with a lesser frequency

of casualties. There have been no pedestrian casualties recorded at this location. As such, there is currently no provision within the road safety programme for measures. Any additional structure would require works outside of the public highway and would be beyond any likely budgets available to the Local Committee in the foreseeable future. The Local Committee is asked to decide whether to contact Network Rail with regards to any additional structure. It should be noted that the funding bid referenced in a) above includes for pedestrian improvements and protection on the bridge side of the junction.

Question 2: Mr Marcus Williams
Re: Rectory Close resurfacing

Given Phillip Hammond's recent announcement at the Budget, that a £420m fund will be created to tackle potholes and other roadworks. And that Michael Gove has welcomed the £7,409,000 to improve the condition of the roads in Surrey.

Can Surrey County Council (SCC) confirm;

1. that they will spend the money on improving the roads and not to reduce the current deficit,
2. and if so, how that money will be allocated.

As there has been long standing 'budgetary' objections given to residents for not repairing roads such as Rectory Close (which Surrey County Council admits are in poor condition).

Officer Response:

Discussions are ongoing regarding how best to utilise the £7.4m allocated to Surrey County Council in the recent budget. A decision will be made in due course by the Lead Cabinet Member for Place in consultation with the Executive Director for Highways, Transport and Environment and the Executive Director of Finance.

In the case of Rectory Close, the concrete carriageway has been overlaid in the past with a thin layer of asphalt. The asphalt layer is so thin that worn off patches are not considered to be Safety Defects. To be a Safety Defect in the carriageway a pothole must be at least 40mm deep. This means that Rectory Close is unlikely to be a priority for resurfacing for the foreseeable future, as the frequency of Safety Defects is very low. We are investigating a new potential treatment for roads like Rectory Close, whereby we would plane off the thin asphalt overlay, and repair the joints between the underlying concrete panels. This would take advantage of the fact that in most cases, the underlying concrete is still in good condition.