

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (ELMBRIDGE)****DATE: 2nd SEPTEMBER 2013****LEAD OFFICER: NICK HEALEY, AREA TEAM MANAGER (NE)****SUBJECT: WALTON TO HALLIFORD TRANSPORT STUDY****DIVISION: LALEHAM AND SHEPPERTON, LOWER SUNBURY AND HALLIFORD, WALTON SOUTH AND OATLANDS, WALTON****SUMMARY OF ISSUE:**

The new Walton Bridge is now open to traffic. The works affecting traffic are expected to be completed in April 2014.

This report proposes a study to examine the impact of the new bridge on traffic and travel patterns in the Walton to Halliford corridor.

RECOMMENDATIONS:**The Local Committee (Elmbridge) is asked to:**

- (i) agree the undertaking of a "Walton to Halliford Transport" study, according to the scope, deliverables and timescales described in this report;
- (ii) nominate up to three Members to a cross boundary Member Steering Group to oversee the study.

REASONS FOR RECOMMENDATIONS:

The recommendations are intended to gain endorsement for the study, and to establish appropriate oversight of the study by Members.

1. INTRODUCTION AND BACKGROUND:

1.1 The new Walton Bridge is now open to traffic. The project as a whole is not yet complete – the outstanding works include:

- A new roundabout on the northern side of the bridge, at the junction with Walton Lane;
- Speed management measures in Walton Lane on the southern side of the bridge;
- Decommissioning of the previous structures;
- Landscaping.

1.2 When the Walton Bridge project is completed in its entirety, and the changes to the Highway network are fully operational, it is anticipated that traffic and

travel patterns will change as a direct result of the construction of the bridge itself, together with the new junctions with Walton Lane on both sides of the river. The implementation of the proposed new cycle routes connecting to both sides of the new bridge may also result in changed traffic and travel patterns.

- 1.3 Notwithstanding the benefits afforded by the new bridge and accompanying works, there remain concerns among the communities on both sides about the negative impact of the project, and also about opportunities missed during the development of the project. Therefore it is proposed to undertake a "Walton to Halliford Transport Study", to capture these concerns, examine the impact of the bridge on traffic and travel patterns, and following public consultation make recommendations for further measures that could be implemented by Surrey County Council's Local Committees for Spelthorne and Elmbridge.

2. ANALYSIS:

Scope

- 2.1 It is proposed that the study should include the following activities:
- Traffic surveys to compare the post-scheme patterns of movement to those predicted by modelling work undertaken during the development of the Walton Bridge Scheme;
 - Analysis of any Personal Injury Collisions, and especially any patterns of collisions, that become evident during the study period;
 - Community engagement during the study - at an early stage to understand the concerns - and later on in the development of options to be considered by the Local Committees;
 - Observations of the use of the Highway network on the approaches to the new bridge by all modes of transport.
- 2.2 The study area is defined as the A244 (Gaston Bridge Road and Walton Bridge Road), between Charlton Lane and New Zealand Avenue. It includes the primary approach roads of Walton Lane (both sides of the river), Fordbridge Road and Russell Road.
- 2.3 It is anticipated that the study will consider the impact of the Walton Bridge Project on traffic flow and congestion, HGV movement and patterns of collisions. The study will examine patterns of movement, and indeed accessibility constraints, for motorised vehicles, pedestrians and cyclists.

Deliverables

- 2.4 The following deliverables are anticipated, the first four of which correspond to the activities listed above:
- Results of traffic surveys;
 - Collision analysis;
 - Commentary on the community engagement;
 - Commentary on the observed use of the Highway network on the approaches to the bridge;

- Recommendations for further measures that could be implemented, together with indicative costs for those measures.

Timescales

- 2.5 It is proposed to commence the study in April 2014 and to report back to Surrey County Council's Local Committees for Spelthorne and Elmbridge in Spring 2015. The works affecting traffic are expected to be ongoing until April 2014, and therefore any observations or traffic surveys undertaken before April 2014 are likely to be distorted by the ongoing works. The proposed 12 month duration is essential to ensure that the new traffic and travel patterns bed in, the new cycle routes are completed, and that the study does not simply react to the inevitable short term adjustment.

Member Steering Group

- 2.6 It is recommended to establish a cross boundary Member Steering Group to oversee the study, comprising up to three Members of each of the two Local Committees who share the bridge. Committee is asked to nominate Members for this Steering Group.

3. OPTIONS:

- 3.1 None at this stage. Officers will work with the Member Steering Group in the identification, development, and public consultation related to any options that arise out of the study.

4. CONSULTATIONS:

- 4.1 None at this stage. Officers will work with the Member Steering Group to engage with the affected communities as the study develops.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The cost of the study is anticipated to be in the range £20,000 to £30,000. Much of this cost will be covered by the day-to-day operating costs of the Council, and would not be recorded.
- 5.2 However some of the resources involved will be chargeable directly to the study, for example Surrey County Council's Design Team and Transport Studies Team. In addition there will be certain third party costs, for example for traffic surveys.
- 5.3 The chargeable costs are expected to be in the region £10,000 to £15,000. These costs would be borne by Projects and Contracts Group.
- 5.4 The final outturn cost of the study will depend on the volume of work undertaken. This will be determined largely by the outcome of the public engagement, under the oversight of the Member Steering Group. For example if relatively few issues are identified through public engagement, the final outturn cost will be relatively low. If on the other hand there are many issues identified, and the Steering Group is favourable to examining them all, the outturn cost will increase accordingly.
- 5.5 At its conclusion the study may well recommend a range of infrastructure options to improve safety, traffic flow and accessibility. Each option will be

assessed financially according to its scope and scale. Based upon this financial assessment, each recommendation will be allocated to one of three potential funding options:

- Option 1 – Local Committee funding – improvements funded by the Local Committee as part of its annual capital programme of Highways works.
- Option 2 – Central funding – improvements could be funded as part of central delivery programmes, for example where a recommended improvement coincides with a centrally funded resurfacing scheme.
- Option 3 – External funding – if appropriate a bid for funding could be submitted to the Regional Transport Body, although Committee should note that for such a bid to be successful, substantial match funding would need to be identified.

5.6 At the present time the only known funding to implement any measures recommended by this study are those budgets that are allocated to the Local Committees on an annual basis. No other funding has been set aside, and so it may fall to the Local Committees to prioritise any measures recommended by the study along with any other priorities of those respective Committees at the time the study concludes.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding.

6.2 In the course of public engagement it is proposed to identify and contact a range of groups within the study area, who represent the range of different users of the corridor.

7. LOCALISM:

7.1 The Member Steering Group will be responsible for ensuring the study is guided according to local concerns and ambitions.

7.2 The Local Committees will be asked to prioritise any measures recommended at the conclusion of the study according to local priorities.

8. OTHER IMPLICATIONS:

8.1 A well-managed highway network can contribute to reduction in crime and disorder as well as improve people's perception of crime.

9. CONCLUSION:

9.1 The proposed study is intended to assess the impact of the Walton Bridge Project, and subsequent Cycle Safety Project. In the course of public engagement it is intended to identify any concerns arising out of these projects, and any further ambitions within the local community for further improvements to the road network within the study area.

9.2 The proposed study provides an opportunity for an objective post-scheme assessment, and to recommend any further measures that could be considered.

10. WHAT HAPPENS NEXT:

10.1 The Area Team Manager will establish a project team, and will work with the Steering Group to devise a detailed programme for the proposed study.

Contact Officer: Nick Healey, Area Team Manager (NE)

Consulted: Divisional Members, in the identification of schemes for the Divisional Programmes.

Annexes: None.

Sources/background papers: None.

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