



JOINT COMMITTEE (RUNNYMEDE)

DATE: 06 July 2021

ITEM 7: MEMBER WRITTEN QUESTIONS

Question 1: from Cllr Marisa Heath

In light of the many representations made to me about the Egham Bypass, can consideration be given to how we ensure crossing safety in alignments with the Runnymede LCWIP work and creating links between the town and local amenity to reduce car usage and encourage more walking and cycling? Please can the Joint Committee raise this as a highways issue with the LCWIP team to look at the key crossing points and how we better connect the two parts of Egham and Englefield Green?

Response

As members may be aware, Surrey County Council and Runnymede Borough Council are collaborating to develop a Local Cycling and Walking Infrastructure Plan (LCWIP) for the borough.

Using best practice and latest guidance from government, LCWIPs provide a strategic approach to identifying cycling and walking improvements required at the local level. The main output from an LCWIP is a shortlist of routes/zones that are recommended to be prioritised for feasibility design work and future investment based on the ability to make meaningful that will truly encourage a step change in active travel.

The Runnymede LCWIP is in its earlier stages of development, and one of the tasks currently underway is to identify a longlist of key routes/zones for further investigation where there is a propensity for short journeys that could be made on foot or by bicycle. To inform this task and complement the existing information sources held by the council (trip rates, key sites, accident data etc), the council sought to engage the public to receive suggestions for walking and cycling improvements via its Commonplace platform up to 13 June 2021, receiving in excess of 350 suggestions across the borough.

The officers involved in the Runnymede LCWIP development have noted the longstanding desire that has been communicated for safe crossing facilities over Egham Bypass and, more broadly, for enhanced provision of active travel facilities between Egham and Englefield Green. Furthermore, many suggestions received from the public through its the engagement period are reflective of these views. It is therefore envisaged that the importance of this corridor will be given due consideration as part of this stage of work on the LCWIP.

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A subsequent critical stage of work will involve auditing the individual routes/zones to assess the current level of provision for pedestrians or cyclists and determine the extent to which interventions or measures, such as enhanced crossing facilities, could be implemented to enhance them.