

Report for: ACTION



Contains Confidential or Exempt Information	NO - Part I
Title	Wraysbury Railway Station Bridge - Petition for Debate
Responsible Officer(s)	Simon Fletcher, Strategic Director of Operations and Customer Services
Contact officer, job title and phone number	Ben Smith, Head of Highways & Transport, 01628 796147
Member reporting	Cllr C Rayner, Lead Member for Highways & Transport
For Consideration By	Council
Date to be Considered	23 February 2016
Affected Wards	Wraysbury & Horton

Report Summary

1. A petition with 687 signatories has been collated which states '*...Petition to: provide immediate funding to enable work to commence at the earliest opportunity, within this financial year, on the agreed road safety proposal for Wraysbury Railway Station Bridge, Station Road...*
2. This item has been agreed to be debated at Council. Therefore, the purpose of this report is to consider the petition and resolve an appropriate way forward.
3. The report recommends that the Council welcomes the petition from Wraysbury and Horton residents, and recognises the need for safe pedestrian access to Wraysbury Station, and requests the Lead Member for Highways and Transport to report back to Cabinet with a fully costed proposal for the implementation of a footpath at Wraysbury Station.
4. This recommendation is made as it positively responds to the petition and delivers a project which will improve road safety and accessibility
5. The financial implications are capital expenditure of £85,000 to develop and implement the outline design option attached as Appendix A.
6. Additional points to note are that Wraysbury Parish Council and Horton Parish Council have both confirmed their full support for this project.

Additionally, the lead petitioners have prepared a background paper which is attached as Appendix B.

If recommendations are adopted, how will residents benefit?	
Benefits to residents and reasons why they will benefit	Dates by which they can expect to notice a difference
Reduced road safety risk and improved accessibility	31 October 2016

1. DETAILS OF RECOMMENDATIONS

RECOMMENDED: That:

(1) The council welcomes the petition from Wraysbury and Horton residents, and recognises the need for safe pedestrian access to Wraysbury Station.

(2) This council requests the Lead Member for Highways and Transport to report back to Cabinet with a fully costed proposal for the implementation of a footpath at Wraysbury Station.

2. REASON FOR DECISION AND OPTIONS CONSIDERED

2.1 A petition with 687 signatories has been collated which states '*...Petition to: provide immediate funding to enable work to commence at the earliest opportunity, within this financial year, on the agreed road safety proposal for Wraysbury Railway Station Bridge, Station Road...*

This item was been agreed to be debated at Council on 16th February 2016.

Therefore, the purpose of this report is to consider the petition and resolve an appropriate way forward.

2.2 The lead petitioners have written a background paper which is attached as Appendix B.

Additionally, a statement has been published alongside the petition which reads '*...The RBWM has recently completed their own feasibility study on works here to improve safety and these works have fundamentally been approved at both Parish and Borough Council level. The residents of Wraysbury find it is unacceptable that, in an area where pedestrian safety is of paramount concern and is at high risk, and has been for over 20 years, is not seen as a priority for funding by the RBWM. For more than 20 years Wraysbury Parish Councillors, and many residents, have continually requested works be carried out to ensure that safety is improved as a priority. There has already been a fatality on this bridge. Pedestrians, including parents with pushchairs, daily put their lives at risk walking over this bridge...We therefore strongly request that the RBWM act immediately and not delay this work any longer...*

2.3 Council is requested to consider this request and resolve an appropriate way forward in response to the petition.

Option	Comments
Do Nothing	This option maintains the current situation and does not respond to the concerns of the petition
Approve full capital funding to develop and deliver a scheme	This option offers a full and positive response to the petition
Acknowledge the concerns	This option responds positively but partially to the

set out in the petition and develop a scheme which can be considered for funding in future years	concerns of the petitions
3. The report recommends that the Council welcomes the petition from Wraysbury and Horton residents, and recognises the need for safe pedestrian access to Wraysbury Station, and requests the Lead Member for Highways and Transport to report back to Cabinet with a fully costed proposal for the implementation of a footpath at Wraysbury Station. (Recommended Option)	This option offers a full and positive response to the petition and seeks to minimise the funding impact

3. KEY IMPLICATIONS

Defined Outcomes	Unmet	Met	Exceeded	Significantly Exceeded	Date they should be delivered by
Reduction in road safety incidents and road accident casualties	< 20%	20 - 29%	30 – 39%	>40%	31 st October 2017
Increase in pedestrians using this route	< 20%	20 - 29%	30 – 39%	>40%	May 2017

Outcome 1 will be measured 12 months after completion and compared to the average casualty rate in previous years

Outcome 2 will be measured in May 2017 and compared to a baseline pedestrian survey to be undertaken in May 2016

4. FINANCIAL DETAILS

4.1 Revenue Funding: there are no revenue implications arising from the recommendations of this report

4.2 Capital Funding

	2015/16	2016/17	2017/18
	Capital £'000	Capital £'000	Capital £'000
Addition	£0	£0	£0

	2015/16	2016/17	2017/18
Reduction	£0	£0	£0

The capital cost of this project will be confirmed and brought back to Cabinet for approval to implement.

This report recommends a minimum contribution of 20% from Wraysbury Parish Council; Horton Parish Council or from developer contributions for highway improvements.

5. LEGAL IMPLICATIONS

5.1 The recommended improvements will be delivered in accordance with legislation and guidance issued by the Department for Transport (DfT).

5.2 Any physical changes to the road layout would be subject to a road safety audit process.

6. VALUE FOR MONEY

6.1 If the recommended actions are endorsed this would result in delivering improvements identified in response to the petition, thereby offering value for money for residents by allocating funding in response to the petition.

6.2 Works would be carried out by term contractors appointed under competitive tendering processes, ensuring value for money.

7. SUSTAINABILITY IMPACT APPRAISAL

7.1 An increase in accessibility, including walking and cycling will deliver a positive impact on sustainability.

8. RISK MANAGEMENT

Risks	Uncontrolled Risk	Controls
Budget estimate may be insufficient to deliver the project following detailed design	MEDIUM	Detailed design will be completed which seeks to deliver a scheme within the approved budget. Any variances will be highlighted to Members for consideration
Scheme design and implementation may increase or create alternative road safety risks	MEDIUM	A Road Safety Audit will be conducted at each stage of the project

9. LINKS TO STRATEGIC OBJECTIVES

9.1 The recommended option would be in line with all the four of the council's strategic priorities: Residents First; Value for Money; Delivering Together and Equipping Ourselves for the Future.

9.2 The strongest links are:

Residents First

- Improve the Environment, Economy and Transport

Value for Money

- Deliver Economic Services
- Improve the use of technology

Delivering Together

- Deliver Effective Services

10. EQUALITIES, HUMAN RIGHTS AND COMMUNITY COHESION

10.1 Scheme development and delivery will ensure that equalities; human rights and community cohesion objectives are fully respected and understood.

11. STAFFING/WORKFORCE AND ACCOMMODATION IMPLICATIONS: None

12. PROPERTY AND ASSETS: None

13. ANY OTHER IMPLICATIONS: None

14. CONSULTATION

14.1 When considering the budget papers for 2016/17, the Highways, Transport and Environment Overview and Scrutiny strongly endorsed this proposal.

They recommended: To reduce the number of parking systems upgrades from 5 sites down to 1 in order to make sure the new machines were suitable (page 67), and then use the money saved for the Decriminalised parking enforcement (post implementation parking review) and the works to the Wraysbury Train Station bridge safer for pedestrians.

14.2 The scheme will be subject to consultation with Ward Members; Wraysbury Parish Council and Horton Parish Council during the development delivery phases.

15. TIMETABLE FOR IMPLEMENTATION

Stages	Timescale
Funding approval	February 2016
Scheme design and development	April – July 2016
Procurement / contractor mobilisation	July – August 2016
Implementation	September – October 2016

16. APPENDICES

Appendix A – Outline Scheme Design

Appendix B – Background Paper prepared by petitioners

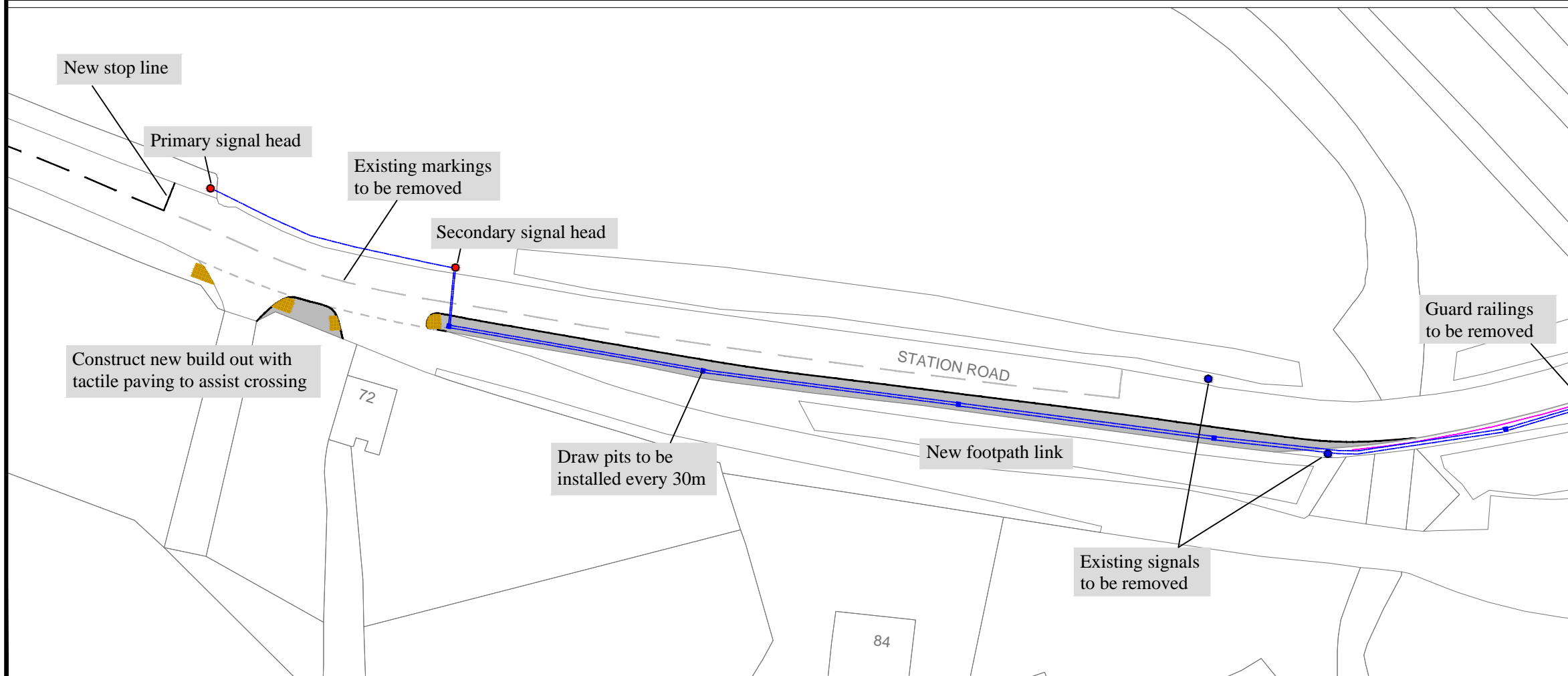
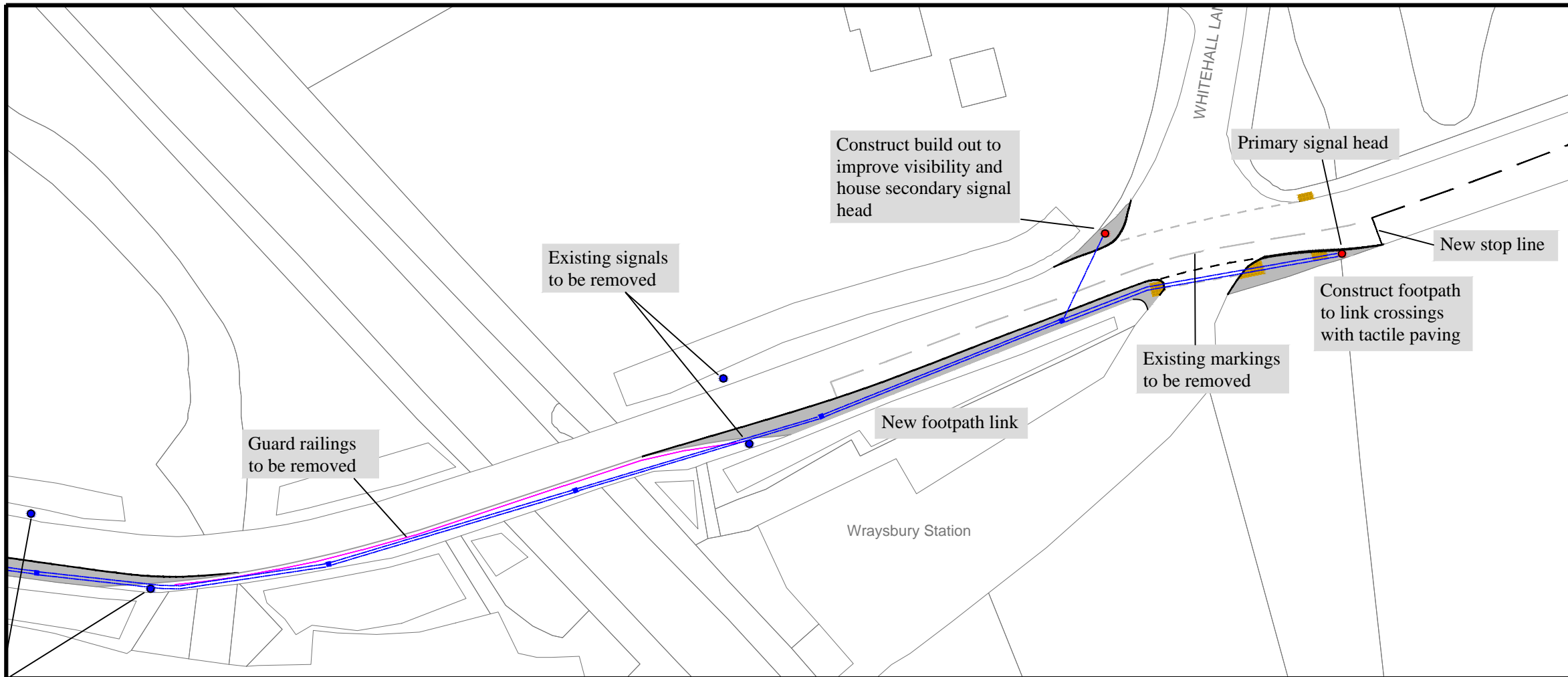
17. Consultation (Mandatory)

Name of consultee	Post held and Department	Date sent	Date received	See comments in paragraph:
Simon Fletcher	Strategic Director of Operations and Customer Services	12/02/16		
Andrew Brooker	Head of Finance	12/02/16		
Councillor Rayner	Lead Member for Highways & Transport	12/02/16		
Chris Targowski		12/02/16		
Michael Llewelyn	Cabinet Policy Officer	12/02/16		

Report History

Decision type:	Urgency item?
	No

Full name of report author	Job title	Full contact no:
Ben Smith	Head of Highways & Transport	01628 796147



Drg No.		Rev.
PN-1924-01		
Rev	Date	Amendments
		By
Operations Directorate Highways, Engineering & Transport Town Hall, St. Ives Road, Maidenhead, Berks, SL6 1RF. Tel: 01628 683800 Fax: 01628 796774 http://www.rbwm.gov.uk		
		
Project: Station Road, Wraysbury		
Title: New Footpath Link		
Drg No.		Rev
PN-1924-01		-
Date	Scale	Size
29.07.15	NTS	A3
Drawn By	CAD By	Checked By
RSG	RSG	-
Signed Off By		
Drawing Path.		
Y:/PROJECTS - PN/PN-1924...		
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Appendix B: New footpath link - Station Road, Wraysbury (Train Station Bridge)

Background

Wraysbury Station Bridge is unsafe - that is the consensus of opinion of the Wraysbury residents. Over 2000 signatures have been gained in support of council funding to make the Wraysbury station bridge safer for pedestrians and cyclists alike.

This area of Wraysbury has the highest speeding offences in the village and is subject to regular police enforcement by way of deployment of Police speed detection vans in Coppermill Road. Vehicles speed up going over the bridge when they see a green light unaware that pedestrians may be walking on the other side of the bridge.

This is the only stretch of the central village area that does not have an accessible footpath. The absence of a footpath on either side of the road over the bridge means that it does not lend itself to the Highway Code, Rules for Pedestrians.

During the 2014 floods – this was the only access to Wraysbury Village for the emergency services vehicles as Sunnymeads and Hythe End were both under water.

This particular road safety initiative was previously discussed at least 20 years ago, sadly with no successful outcome.

During 2015 we chaired four site meetings with representatives from NetWork Rail, South West Trains and the RBWM. Also in attendance was Councillor Margaret Lenton, Chairperson of Wraysbury Parish Council and Borough Councillor John Lenton.

At the first site meeting we explained residents' concerns regarding a number of issues including the platform being low making it difficult for passengers to get onto and off trains, inadequate lighting, overhanging bushes on the bridge making it more difficult for pedestrians jumping out the way of passing vehicles and of the dangers faced by both vehicular and pedestrian traffic crossing the bridge due to the current positioning of the traffic signals and lack of footpath.

We then took those present on a walk through to illustrate the danger and difficulty faced by all that crossed the bridge. All parties agreed afterwards that they did not feel safe walking over the bridge - in fact some had to take refuge in the overhanging bushes at the side of road when a bus passed between them and stationary vehicles at the traffic lights stop line.

At our final site meeting, South West Trains accepted responsibility for the overhanging vegetation, arranged an immediate cut back and have programmed it into their schedule for routine maintenance.

The RBWM representative stated that the Borough had carried out a feasibility study which established the traffic lights could be repositioned on both sides of the bridge and a footpath incorporated. Currently the rail companies are improving safety at the station by raising the platform making it easier for passengers to get on and off their trains, putting in lighting and other maintenance work. The work is due to be completed in February.

Current situation

- No safe disabled access from Coppermill Road to Wraysbury Village - stairs are not an option
- No safe disabled access to cross to the train station for either side of Wraysbury/Horton - stairs are not an option
- Unsafe for parents crossing with babies/children using buggies - stairs are not an option
- Difficult for elderly people and residents to access Wraysbury village from Coppermill Road/Horton
- Unsafe for cyclists and joggers - sharing a narrow road with large vehicles

Increase of traffic

- Two sports based businesses (Wraysbury Dive Centre and RK Leisure) situated near the train station are bringing extra traffic to the village, both by train and by car
- There is an increase in population of Wraysbury Village
- There is the likelihood of an increase of traffic using this part of Wraysbury with the possibility of an expansion to Wraysbury Primary School
- The recently formed walking group in the village is very active and organisers encourage walkers to bring their children and dogs on scheduled walks. The bridge is a nightmare for them when crossing into Coppermill Road or vice versa.
- Heathrow expansion could bring extra traffic as a cut through
- Old Mill Place housing development brought expansion with no safety measures to the road
- The number of passengers using the railway station has increased from 36,571 in 2004/5 to a staggering 112,204 during 2014/15 (please see stats below). Passengers on return trips have to walk on at least one side of the bridge.

Wraysbury Total Passenger Numbers*

2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14**	2014/15**
36,576	▲ 47,813	▲ 55,919	▲ 71,915	▲ 91,458	▼ 91,328	▲ 100,318	▲ 104,946	▲ 110,238	▼ 106,028	▲ 112,004

*Source - Wikipedia and Office of Rail and Road statistics

** Estimates

Proposal

- To move the traffic lights back on both sides allowing for a safe pathway for residents of Wraysbury and Horton to access the train station and Wraysbury Village.
- To replicate the Sunnymeads bridge system at the other end of the village (this bridge/station does not have the same pedestrian numbers as Wraysbury).

Next Steps

- Approval of approximately £100,000 for this work to be completed at the earliest convenience.

- The feasibility study completed by the RBWM was at our request during the four site meetings, is attached (hard copy only).
- If any member of this committee would like to attend the venue and walk the walk that we took the representatives that attended the four site meetings, we would be delighted to accompany you.

Conclusion

- Our campaign is to reduce the risk to the vulnerable pedestrians (i.e. people with disabilities, pushchairs, luggage etc) from being injured or killed on this busy bridge with no footpath or protection from the traffic.
- The proposal has been accepted by Wraysbury Parish Council and RBWM Council
- The petition has been supported with signatures from both Wraysbury and Horton Parish Councillors.

Attachments

- Photographs of the site
- Feasibility study available hard copy only

Henry Perez
07956 606695
Henry1perez@hotmail.com

Graham Cribbin
07723 026903
Cribbin.67@gmail.com

*From a Wraysbury Resident: "To put a policeman on the street it removes the fear of crime....
To put a footpath on the road it removes the fear of danger"*

Photographs of the site

