

Report for: *ACTION*



Contains Confidential or Exempt Information	NO - Part I
Title	Wraysbury Railway Bridge – Installation of a Footpath.
Responsible Officer(s)	Simon Fletcher, Strategic Director of Operations and Customer Services
Contact officer, job title and phone number	Ben Smith – Head of Highways and Transport 01628 796147
Member reporting	Cllr P Bicknell , Lead Member for Highways & Transport
For Consideration By	Cabinet
Date to be Considered	30 June 2016
Implementation Date if Not Called In	Immediately
Affected Wards	Horton and Wraysbury

REPORT SUMMARY

1. This report responds to the Council resolution on 23rd February 2016, following a petition with over 1,000 signatures from local residents requesting funding to install a footpath over Wraysbury Railway Bridge.
2. It sets out the recommended design option to install a footpath over the railway bridge and the detailed cost estimate and proposes that the approved capital programme (2016/17) be increased by £135,000 to deliver this project.

If recommendations are adopted, how will residents benefit?

Benefits to residents and reasons why they will benefit	Dates by which residents can expect to notice a difference
1. Reduced road safety risk and improved accessibility	November 2016

1. DETAILS OF RECOMMENDATIONS

RECOMMENDATION: That Cabinet:

- i. Approves the scheme set out in Appendix A to install a new footway over the bridge at Wraysbury Station be approved for implementation;
- ii. Approves an increase to the capital programme (2016/17) of £135,000 to deliver this project.

2. REASON FOR RECOMMENDATION(S) AND OPTIONS CONSIDERED

2.1 Council welcomed the petition from Wraysbury residents and recognised the need for safe pedestrian access to Wraysbury Station. It requested the Lead Member for Highways and Transport report back to Cabinet with a fully costed proposal for the implementation of a footpath at Wraysbury Station.

2.2 This report proposes the implementation of a new footway over the bridge which:

- will provide a continuous footpath for pedestrians from the station to the village centre;
- positively responds to concerns and enhances road safety;
- will reduce the accessibility concerns around Wraysbury station.

2.3 Delivery options are set out below with Option 2 recommended as this is likely to provide the most cost effective fixed construction price and incorporates all the concerns raised in the petition discussed at council on the 23rd February 2016.

2.4 Below are the options available:

Option	Comments
1) Do nothing	This option maintains the current position but doesn't respond to concerns set out in the petition.
2) Implement scheme with the existing term contractors This is the recommended option	Following the review of the petition at council, it was requested that officers sought a fixed cost for this element of work provisionally estimated through the highways term contract rates at £85,000. Detailed designs have now been carried out and the existing term contractor has quoted £135,000. This has been benched marked with two other local contractors and is considered to be cost effective.
3) Implement scheme once the new highway works contract is awarded in 2016/17.	The new highway works term contract is currently being developed and procured. This is expected to be in place by the end of this financial year 2016/17. Potentially the new rates could be more advantageous; however this scheme is unlikely to be complete before April 2017.
4) Implement scheme through	The Borough has carried out a price comparison with two other contractors and it was found that the current

Option	Comments
another contractor	contractor was more cost effective on this occasion.

3 KEY IMPLICATIONS

Defined Outcomes	Unmet	Met	Exceeded	Significantly Exceeded	Date they should be delivered by
Increase in pedestrian using for this route	<20%	20-29%	30-39%	>40%	30 th June 2017

- 3.1 This outcome will be measured in June 2017 and compared to a baseline pedestrian survey to be undertaken in June 2016 subject to approval.

4. FINANCIAL DETAILS

Financial impact on the budget

- 4.1 Revenue funding - there are no initial revenue costs. The new footway will be added to the highway asset list for inspection and future maintenance.
- 4.2 The capital cost of this project is £135k.
- 4.3 This cost includes a new footway; replacement / relocated traffic signals; professional fees and all associated costs. A fixed price has been secured which transfers risk to the contractor and offers greater certainty of cost. Officers will continue to work the contractor seeking to reduce the fixed, if possible, in advance of commissioning works.

	2016/17	2017/18
	Capital £'000	Capital £'000
Addition	£135	£0
Reduction	£0	£0

- 4.5 There are currently two planning consents in the Horton and Wraysbury area which have attracted developer contributions and could be used to help fund this scheme subject to approval (see below table), which total £12,550.

Planning application number	Amount
11/02490 – Station road, Wraysbury – 2x detached dwellings	£8,930
97/75692 – Coppermill Road, Wraysbury – redevelopment.	£3620
Total	£12,550

5. LEGAL IMPLICATIONS

- 5.1 The recommended improvements will be delivered in accordance with the legislation and guidance issued by the department of transport DfT. Any physical changes to the load 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 in response to the petition and therefore offering value for money for residents by allocation funding in response to the petition.
- 6.2 The estimated cost is based on a fixed price which transfers risk; offers greater certainty of cost and has been benchmarked.

7. SUSTAINABILITY IMPACT APPRAISAL

- 7.1 Accessibility enhancement, including walking and cycling which will deliver a positive impact on sustainability.

8. RISK MANAGEMENT

Risks	Uncontrolled Risk	Controls	Controlled Risk
Budget estimate may be insufficient to deliver the project once under construction	Medium	A detailed design for this scheme has now been completed which has highlighted unknowns to give a more accurate price.	Low
Scheme design and implementation may increase or create alternative road safety issues	Medium	A road safety audit will be carried out at each stage of the project.	Low

9. LINKS TO STRATEGIC OBJECTIVES

- 9.1 The recommended option would be in line with all the four council's strategic priorities: Residents First, Value for Money, Delivering together and equipping ourselves for the future.

10. EQUALITIES, HUMAN RIGHTS AND COMMUNITY COHESION

- 10.1 The 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

- 11.1 None.

12. PROPERTY AND ASSETS

12.1 The new section of footway will be included as part of the borough highway assets and will be included for future inspection and maintenance.

13. ANY OTHER IMPLICATIONS

13.1 None

14. CONSULTATION

14.1 This scheme has been developed following a petition with over 1,000 signatures from local residents.

14.2 The scheme has been subject to consultation with the ward members; Wraysbury parish council and Horton parish council.

14.3 The report will be considered by highways, transport and environment overview and scrutiny members, any comments will be reported back to Cabinet.

15. TIMETABLE FOR IMPLEMENTATION

15.1 To show the stages and deadlines for implementing the recommendations

Date	Details
June 2016	Funding approval
Contractor mobilisation	September 2016
Works commence	October 2016
Works Complete	November 2016

16. APPENDICES

Appendix A – Scheme Design

Appendix B – Background paper prepared by Petitioners.

17. BACKGROUND INFORMATION

- Report and minutes from council on the 23rd February 2016
<http://rbwm.moderngov.co.uk/documents/b18716/Petition%20for%20Debate%20-%20Wraysbury%20Railway%20Station%20Bridge%2023rd-Feb-2016%2019.00%20Council.pdf?T=9>
- Petitioner's documentation.

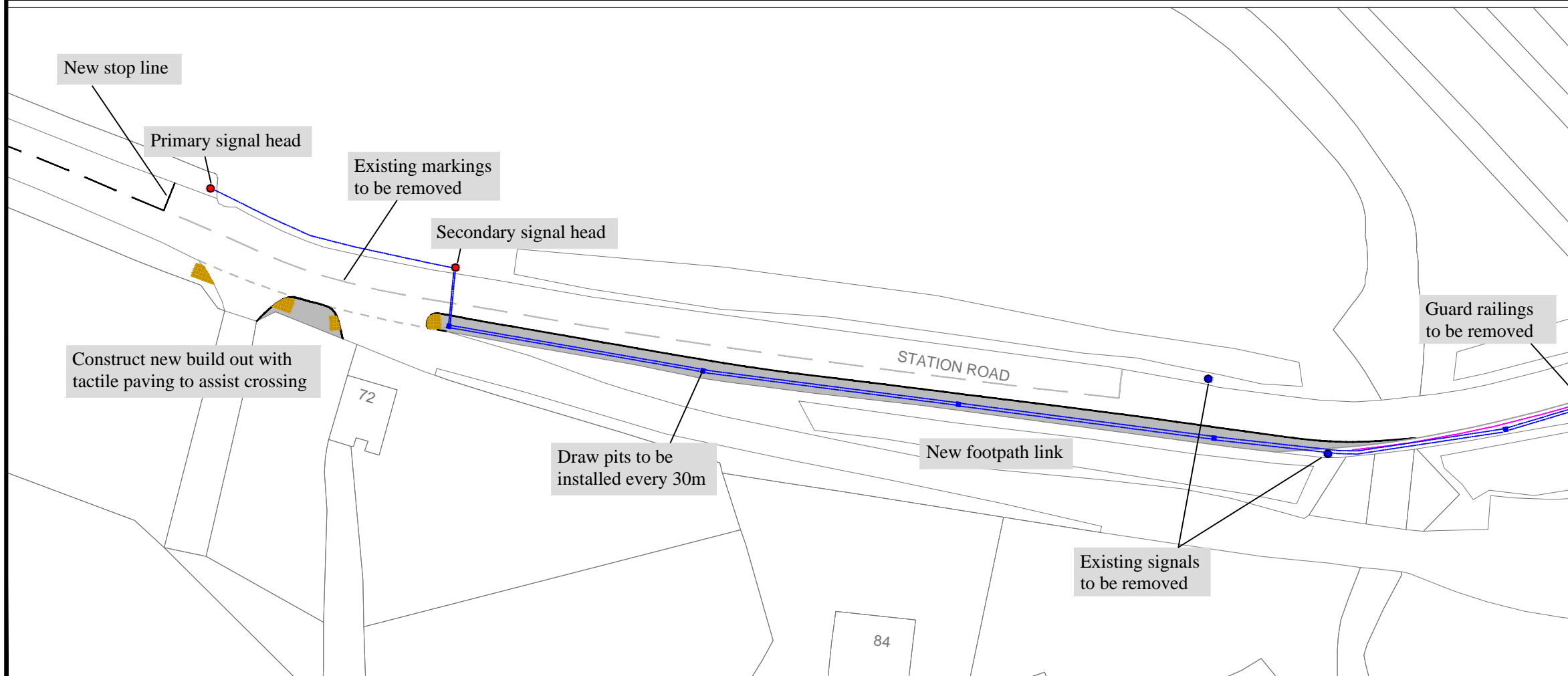
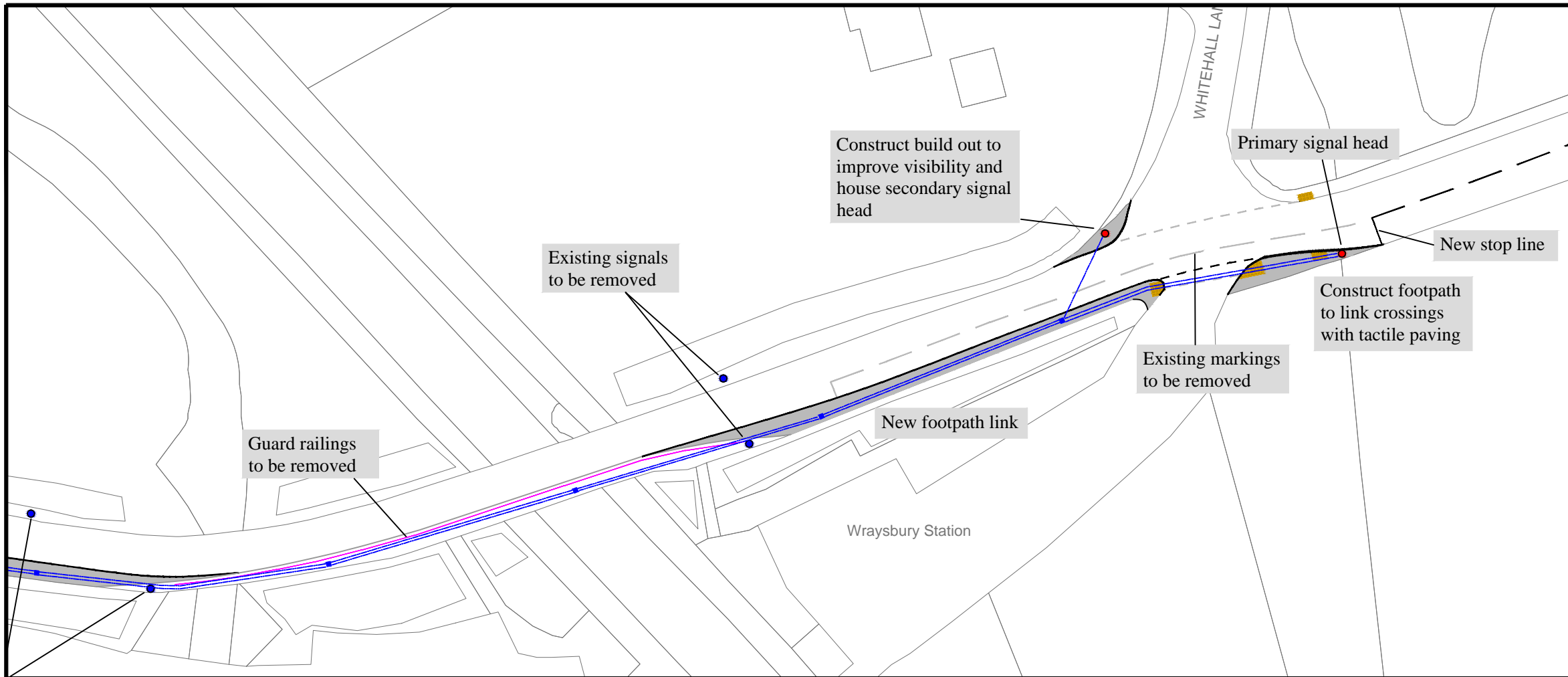
18. CONSULTATION (MANDATORY)

Name of consultee	Post held and Department	Date sent	Date received	See comments in paragraph:
Internal				
Cllr P Bicknell	Lead Member for Highways & Transport	30/05/16	31/05/16	Report approved – clarity over fixed price provided
Simon Fletcher	Strategic Director Operations and Customer Services	30/05/16	01/06/16	Amends throughout report
Mark Lampard	Finance Partner	30/05/16	02/06/16	Section 4 amended
Michael Llewelyn	Cabinet Policy Officer	30/05/16	01/06/16	Minor amends throughout report
Ben Smith	Head of Highways and transport	23/05/16	27/05/16	Minor amends throughout report
Shared Legal Solutions	Legal Services	23/05/16	01/06/16	Report approved with no amendments

REPORT HISTORY

Decision type:	Urgency item?
	No

Full name of report author	Job title	Full contact no:
Vikki Roberts	Senior Engineer	01628 796145



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

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*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

