



**PROPOSED PEDESTRIAN CROSSING FACILITY
MANOR ROAD NORTH, HINCHLEY WOOD**

**SURREY COUNTY COUNCIL'S
LOCAL COMMITTEE (ELMBRIDGE AREA)
19 JANUARY 2005**

KEY ISSUE

To seek Committee approval of the scheme detailed in the report, and give authority to advertise the traffic regulatory orders necessary to support it.

SUMMARY

A feasibility study has been undertaken to improve pedestrian facilities and safety at this location where there is a complex demand for highway space. The project sits in the approved LTP programme for funding for 2005/06. It is prioritised within the walking strategy.

OFFICER RECOMMENDATION

The Committee

1. Approve the scheme as set out in this report;
2. Authorise the advertisement of the Traffic Orders as set out in paragraph 7, and empower the Local Transportation Director (LTD), following consultation with the Chairman of the Committee and the Divisional Member, to consider and, if possible, resolve any objections received;
3. Consult with the residents of Manor Drive and Meadow Close with a view to subsequently extending parking restrictions in those roads.

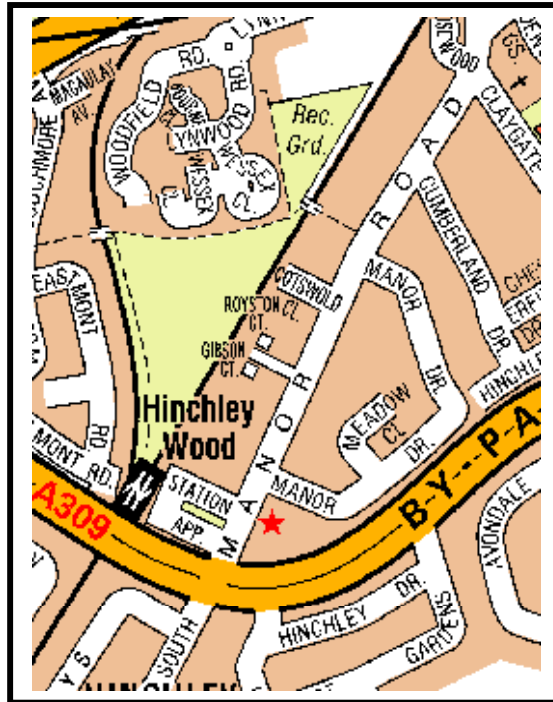
LEAD/CONTACT OFFICER: Chris Smith, Local Transportation Director,
Elmbridge

TELEPHONE NUMBER: 01372 832509

BACKGROUND PAPERS: 1. LTS parking and pedestrian counts
2. Consultation feedback

1 INTRODUCTION AND BACKGROUND

- 1.1 This scheme has been prioritised in the LTP programme because of a range of concerns relating to accessibility and safety in this short length of Manor Road North. This is a thriving small community but it has many demands on the road space that might be considered to be in conflict with each other and with our corporate strategies that promote accessibility for all and social well being of the vulnerable.



- 1.2 A feasibility study has now been completed, and a design layout is proposed that should give an improved balance between all users, and address the major concerns.

2 PROBLEMS AND FEASIBILITY

- 2.1 The length of Manor Road in question lies between the Kingston By-pass and Manor Drive. It has a parade of shops which, along with those in Station Approach, serve the community well.

- 2.2 Key services in the area include:

- A doctor's surgery, a veterinary surgery, a post office and a variety of shops that are well used. To some extent the area is a victim of its own success.
- Hinchley Wood railway station can, not surprisingly, be accessed from Station Parade, and this generates traffic movements and a parking demand. Network Rail has no dedicated car parking at the station, resulting in all day parking on local roads. The proposal to provide a new pedestrian crossing point should improve access to and from the station.

- Hinchley Wood Memorial Gardens are a central focus of the area.
- There is a regular bus service (London Counties K3), that runs along Manor Road North. During the week this is every quarter of an hour during the peak hours and every 20 minutes at other times. The service is half hourly on a Saturday and hourly on a Sunday. There are stops and shelters in each direction within this frontage. Parking at the stops can be a problem both to passengers and to the free flow of traffic.
- Safe Routes to Schools - In September 2004, parents organised a walking bus, which meets at the Memorial Gardens in Station Approach and runs to Hinchley Wood Primary School in Claygate Lane twice a week. The walking bus usually consists of about 10 children and 4 adult escorts who walk along Manor Road North before crossing at the junction with Claygate Lane.



- Approximately 40 pupils at Hinchley Wood Secondary School walk to and from Hinchley Wood station in order to use the train for their daily journey to school. Many secondary school pupils use the K3 bus route.
- St Christopher's playgroup is adjacent to the secondary school in Claygate Lane.
- There is a demand for short-term parking for shoppers directly outside the shops, and there is a busy builders merchant accessed from a service road off Manor Road North. Although rear servicing exists to most if not all commercial properties, many deliveries are made to the front of the shops.
- There is a new development of retirement homes at the corner of Manor Road North and the Kingston By-Pass, and significant

sheltered housing accommodation at Gibson/Royston Court.

- 2.3 To summarise the problems, the volume of traffic, along with the demands of passenger transport, servicing and (sometimes) inconsiderate parking have made pedestrian movement increasingly difficult, particularly for those with accessibility problems. The elderly, young and disabled are particularly being marginalized. Low cost improvements have recently been carried out in Station Approach to protect crossing points, and to provide a disabled parking bay outside the surgery.
- 2.4 A pedestrian count was carried out between the traffic lights and No. 40 Manor Road North on Wednesday 31 March 2004, between 7.00 am and 6.00 pm. In this period there was an average of 140 pedestrians crossing the road every hour: 1540 total. This is a very significant figure in a well-trafficked road. Of these, an average of 62 persons per hour crossed between the Station Approach exit and the access road to the Builder Centre, making it by far the most popular pedestrian desire line.
- 2.5 There have been 2 personal injury accidents recorded in the area for the 6.5 year period between January 1998 and June 2004. Both of these include pedestrians. One of the accidents that occurred involved a vehicle travelling the wrong way up Station Approach who knocked down a pedestrian waiting by a vehicle. The other, also in 1998, involved a 13 year old, crossing Manor Road North from between two parked vehicles.

3 PROPOSAL

- 3.1 The design, shown at Appendix 'A', provides for a pedestrian crossing facility opposite number 12. The key aim of this scheme is to provide a formal facility, offering pedestrians a right of priority at a single location. A Zebra crossing is the preferred design solution and considered in keeping with the area. There is very limited scope in selecting the precise location, as it will be necessary to avoid existing junctions and obstructions. The Southbound bus stop is to be relocated and foreshortened to accommodate this proposal.
- 3.2 A small kerb build-out will support the crossing, to improve pedestrian visibility, reduce the crossing distance and deter illegal parking. The length of build-out has to be limited to allow the turning movements necessary to access the Builders Merchant.
- 3.3 Legally, the crossing has to have zig-zag markings to protect forward visibility, which will reduce the kerbside space available for short-term parking. Additional and amended parking restrictions are proposed to protect the Manor Drive junction where there is a persistent practice of dangerous parking, and to replace existing 'Keep Clear' markings which are consistently abused. Some kerbs will be raised to prevent footway parking, and at other locations bollards will be installed to achieve the same objective. The loss of parking space is unfortunate but necessary if any formal crossing provision is to be provided.

3.4 **Options Considered**

Dropped Kerbs to form uncontrolled crossing point

This would not improve visibility, and without introducing and enforcing similar parking restrictions, would be of minimal benefit.

Dropped Kerbs and pedestrian refuge to form uncontrolled crossing point

This cannot be satisfactorily achieved without widening the road, currently on average 7.5 metres. A pedestrian refuge should be 2.0 metres wide with at least 3.0 metres unobstructed carriageway width on each side. In addition, site lines on either side of the carriageway would not be improved without parking restrictions. Any obstruction in the centre of the carriageway could obstruct lorry turning movement.

Widening of the existing footway and dropped kerbs to form uncontrolled crossing point

With the current road width, a maximum kerb build of only 0.75 metres could be achieved (on one side only), as there is a bus route in each direction. Also consideration would have to be given to drainage of the carriageway.

Pelican or Puffin Crossing

These are controlled crossings where vehicles have to stop on a red signal.

At the location, a pelican crossing has certain disadvantages:

- It would need to be linked with the main signals at Kingston By-Pass, and introduce artificial delays;
- It would generate unnecessary vehicle queuing and lead to driver frustration;
- Approach speeds are unlikely to be affected because motorists are only likely to slow down if the traffic signals are on red;
- This option would be substantially more expensive than either a refuge island or a Zebra Crossing.

Pedestrian Phase at Traffic Signal Junction

There have been suggestions that the pedestrian facility should be included within the existing traffic signals at Kingston By-Pass. It is considered that although this might be useful in its own right, the location is too remote from the desire lines between the local community services, and may create unacceptable congestion on the A309.

4 CONSULTATION

- 4.1 The Divisional Members and Ward Members have been involved in various meetings as the scheme has evolved.
- 4.2 Surrey Police have indicated support for the scheme although they would wish to see the proposed zig-zag lines extended.
- 4.3 Residents Association: The Principal Engineer from the LTS spoke to the AGM of the Hinchley Wood Residents Association, and introduced this project, which was well received.
- 4.4 The Topic Strategy Manager for Walking supports this project.
- 4.5 Elmbridge Access Group: Unfortunately consultation was delayed but views have been requested in time for the meeting.
- 4.6 Elmbridge Borough Council: The Strategic Director has responded and supports the general principle. A reply will be prepared to address specific issues raised.
- 4.7 A plan and feedback form was sent out to properties directly fronting the proposals. It would appear from some of the replies that these forms may have been copied and circulated more widely, but notwithstanding this, the general feedback can probably be best summarised as follows:
 1. A total of 58 responses have been received at the time of writing this report. There is considerable level of support for the principle of providing a zebra crossing (62%).
 2. There is however considerable antipathy and concern raised in the responses to the principle because it can only be achieved by losing valuable kerbside parking space.
 3. There is also a specific and focused swell of feeling from residents in Manor Drive that parking restrictions should have been extended some distance into the northern end of Manor Drive. Officers consciously decided not to link the two issues, other than where necessary to provide legal safeguards.

Whilst there may be good reason for change, Members of the Committee will be aware that parking issues are often more complex than they first appear, and a piecemeal approach may simply lead to further displacement. It is, however, recommended that a comprehensive consultation with all residents of Manor Drive and Meadow Close be undertaken with a view to introducing additional waiting restrictions or if practical, a Controlled Parking Zone.
- 4.8 Following the consultation exercise, the proposal has been amended in the following ways:

- 1 The 'At Any Time Restrictions' in Manor Road North, outside number 28, have been reduced to an absolute minimum of 10 metres to maximise frontage parking (subject to Safety Audit).
- 2 It is noted from our surveys that a considerable number of vehicles are parking in front of the Manor Road North shops for long periods (greater than 6 hours). To facilitate turnover for the traders it is proposed to introduce 1 hour limited waiting to the kerbside that will remain available for parking.

5 SUSTAINABLE DEVELOPMENT IMPLICATIONS

- 5.1 This is an LTP project promoted under the walking strategy, although it may well assist with other sustainable strategies including road safety, safe routes to schools, mobility management and the well-being of the environment generally.

6 FINANCIAL IMPLICATIONS

- 6.1 The current estimate for this scheme is £65,000. It is included in the LTP programme and can be funded as a priority from next year's capital allocation. If approved, the project will be forwarded to Carillion for detailed design and scheme implementation. They would also provide a detailed budget estimate.

7 LEGAL IMPLICATIONS

- 7.1 The following Traffic Regulation Orders, as shown on the plan attached as Appendix 'A', will need to be advertised as part of scheme implementation:

1. Waiting restrictions

'At Any Time' restrictions at the junction of Manor Road North and Manor Drive;

'At Any Time' restrictions in Manor Road North (to replace existing 8am-9.30am on the east Side, and a new restriction on the west side);

'Limited Waiting – One Hour – No return within Two Hours' – Along the specified length of Manor Road North (as shown).

2. Bus Stop Clearway

Bus Stop Clearways on both sides of Manor Road North.

3. Notification of Intention to install New Zebra Crossing.

- 7.2 Any objections will have to be considered and, if possible, resolved before the orders can be made. This can be delegated to the Local Transportation Director after consultation with the Chairman and Divisional Member.

8 CRIME and DISORDER IMPLICATIONS

None

