



**PROPOSED PEDESTRIAN CROSSING FACILITY  
A245 STOKE ROAD, STOKE D'ABERNON**

**SURREY COUNTY COUNCIL  
LOCAL COMMITTEE (ELMBRIDGE)  
26 SEPTEMBER 2005**

**KEY ISSUE**

To seek Committee approval for the detailed design and construction of a Puffin pedestrian crossing on the A245 Stoke Road, Stoke D'Abernon, and obtain authority to undertake the necessary statutory processes required for its construction.

**SUMMARY**

A feasibility study has been undertaken by Surrey County Council Traffic Systems Team to identify a suitable crossing location on the A245 between Knowle Park and Blundel Lane. This crossing facility will form the first phase of the A245 route study scheme from the Painshill Interchange with the A3 to Stoke D'Abernon, the findings of which were presented to this Committee previously in September 2003. The project sits in the approved LTP Programme for 2005/06 but requires specific scheme approval.

**ELECTORAL DIVISION AND MEMBER:** Cobham – Mrs Mitchell

**OFFICER RECOMMENDATION**

That the Committee:

- 1) Approve the scheme as set out in this report;
- 2) Authorise the Local Transportation Director to undertake the necessary statutory process required to enable scheme construction.

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**LEAD OFFICER:** Chris Smith, Local Transportation Director, Elmbridge

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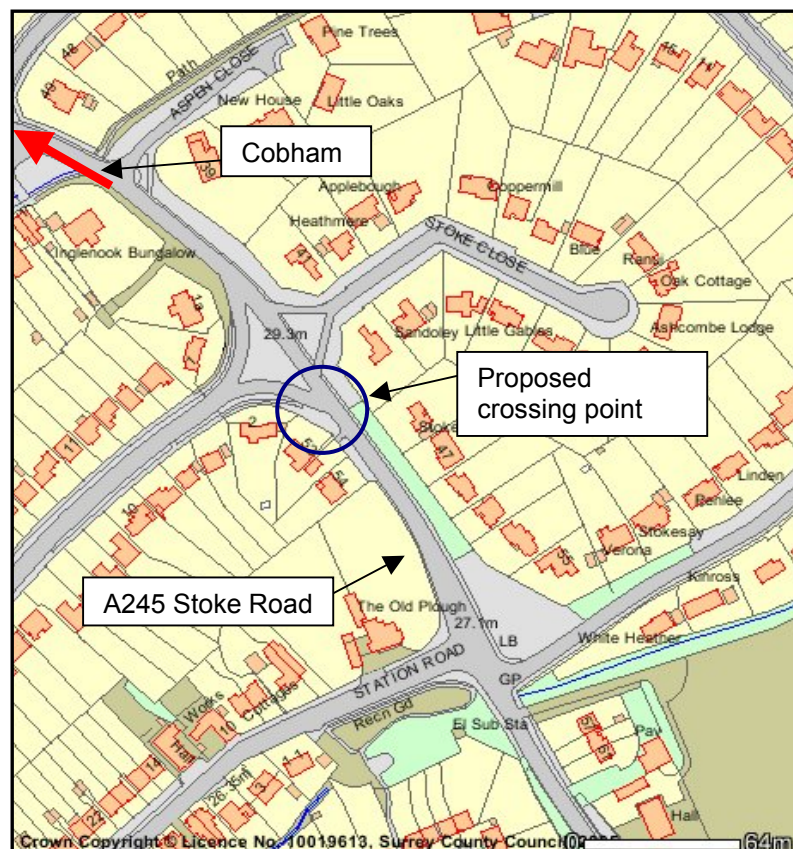
**BACKGROUND PAPERS:** Feasibility Study  
Local Committee (Elmbridge) Report 22 September 2003

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## 1 INTRODUCTION AND BACKGROUND

- 1.1 A presentation was made to the Local Committee identifying the outcomes of the A245 Stoke Road (Painshill Interchange to Stoke D'Abernon) linear route feasibility study in September 2003.
- 1.2 Following that presentation, consultation on the study's results and proposals was undertaken with various local groups, including Emergency Services, Members, Transport Groups, as well as local residents and interest groups.
- 1.3 During that consultation, a number of parties, including Surrey Police, identified the need for a controlled crossing point at a suitable location between Knowle Park and Blundel Lane as a matter of priority.
- 1.4 A specific feasibility study was commissioned to investigate possible sites for a crossing and to address the following issues:
  - The section of the A245 under consideration has high traffic flows during peak hours and a steady flow during other times of the day, making it very difficult for pedestrians to find suitable gaps in the traffic to cross the road;
  - The A245 carries both local traffic and through traffic between Cobham and Leatherhead. It is a single carriageway road with a speed limit of 40mph at the section of road being studied;
  - The section between Knowle Park and Blundel Lane is predominantly a residential area with local shops on Vincent Road and Station Road, together with the popular Cobham and Stoke D'Abernon railway station at the extremity of Station Road;
  - The only existing crossing facility for pedestrians is an uncontrolled pedestrian refuge island near the junction of Station Road and Blundel Lane. The footways are also narrow at some points, with an absence of footway on the northern side of the Vincent Road junction;
  - A fatal accident involving a pedestrian occurred in December 2002 on Stoke Road adjacent to Knowle Park.
- 1.5 The feasibility study considered a number of possible crossing locations within the study area, which are outlined in section 2.6. Taking into consideration the layout of the road, visibility sightlines and other safety implications, as well as pedestrian desire lines, one location is favoured above others.

1.6 A location plan for the proposed crossing is shown below.



## 2 PROPOSAL

- 2.1 The Puffin Crossing design, shown at Appendix 'A', will provide a pedestrian crossing facility between the driveway of Number 52 Stoke Road and the southern arm of Vincent Road.
- 2.2 A Puffin crossing, as opposed to alternative systems, will ensure that delays to vehicular traffic are minimised through the use of sensors which, once activated by the push-button, will only create a demand (ie. stop the traffic) if the pedestrian remains waiting at the crossing. If the pedestrian either crosses early or decides not to cross, the demand will be cancelled. Additional crossing sensors will also allow further crossing time for elderly, young or mobility-impaired pedestrians.
- 2.3 The pedestrian/vehicular sight lines play a very important part in determining the most suitable location for the crossing. Although other desire line locations were also identified, they all had inherent safety problems due to the layout of the road and the resultant lack of sight line visibility for the crossing pedestrian and the approaching vehicle.
- 2.4 The proposed location will also benefit bus users by improving access to the bus stops on either side of Stoke Road.

2.5 The crossing will require statutory white zig-zag markings on both approaches. Anti-skid carriageway surfacing will also be required to both approaches to ensure that vehicles retain maximum braking resistance when stopping for the pedestrian phase.

2.6 The following table shows the relative merits of the six locations that were identified in the report.

<b>Location</b>	<b>Advantages</b>	<b>Disadvantages</b>
Site 1 Near Station Road	<ul style="list-style-type: none"> <li>▪ Well used desire line for pedestrians</li> <li>▪ Vicinity of bus stops</li> </ul>	<ul style="list-style-type: none"> <li>▪ Closeness to junction and conflicting traffic movements</li> <li>▪ Queuing has impact on side roads</li> <li>▪ Insufficient sight lines and stopping distance due to railway bridge, creating the possibility of shunt type accidents</li> </ul>
Site 2 At Vincent Road on the triangular green	<ul style="list-style-type: none"> <li>▪ Away from busy junction</li> <li>▪ Does not affect property or driveways</li> </ul>	<ul style="list-style-type: none"> <li>▪ Insufficient sight lines</li> <li>▪ Not on natural pedestrian desire line</li> <li>▪ Away from busy junction in traffic movement terms</li> <li>▪ Lack of continuous footway</li> <li>▪ Urbanisation of small grassed areas</li> </ul>
Sites 3 & 4 Between Stoke Close and Aspen Close	<ul style="list-style-type: none"> <li>▪ Proximity to Post Box</li> <li>▪ Would attract a substantial pedestrian flow</li> <li>▪ Proximity to northbound bus stop</li> </ul>	<ul style="list-style-type: none"> <li>▪ Insufficient sight lines</li> <li>▪ Lack of continuous footway</li> <li>▪ Close vicinity to property accesses</li> </ul>
Site 5 Between Knowle Park & Mizen Way	<ul style="list-style-type: none"> <li>▪ Good visibility in both directions</li> <li>▪ Vicinity of bus stops</li> <li>▪ Suitable future location for pedestrian refuge islands</li> </ul>	<ul style="list-style-type: none"> <li>▪ Close vicinity to property accesses</li> <li>▪ Location would be suitable as a secondary crossing point as it is too far from Station Road for it to be the principal crossing point covering the majority of the natural desire lines</li> </ul>

<b>Location</b>	<b>Advantages</b>	<b>Disadvantages</b>
6* Outside no 52 Stoke Road	<ul style="list-style-type: none"> <li>▪ Good visibility in both directions</li> <li>▪ Vicinity of bus stops</li> <li>▪ Attractive location for many pedestrian desire lines</li> <li>▪ Attractive alternative for commuters utilising Vincent Rd in preference to Station Rd</li> </ul>	<ul style="list-style-type: none"> <li>▪ Close vicinity to property accesses</li> </ul>

\* preferred option

### **3 CONSULTATION**

- 3.1 The Divisional Member has been consulted at all stages of the A245 linear study scheme and the subsequent crossing feasibility study.
- 3.2 Surrey Police have also been involved from an early stage and have indicated general support for the scheme. Their response to the consultation on the linear study requested that the provision of a controlled crossing in this area be a priority.

### **4 SUSTAINABLE DEVELOPMENT IMPLICATIONS**

- 4.1 This is an LTP project promoted under the sustainable strategies of Road Safety, Safe Routes to Schools and Mobility Management.

### **5 FINANCIAL IMPLICATIONS**

- 5.1 The current budget allocated for this scheme is £90,000. It is included in the LTP programme with funding from this year's capital allocation. If approved, the project will be forwarded to Carillion for detailed design, which will include a detailed cost estimate, and scheme implementation.

### **6 LEGAL IMPLICATIONS**

- 6.1 A statutory notification of intent to install a pedestrian crossing is required to be placed on site, together with a letter of notification to the Government Offices for the South East. This notification is for information only, rather than consultation, and does not invite public objections.

### **7 CRIME and DISORDER IMPLICATIONS**

None.

Appendix 'A'

