



OFFICER REPORT TO LOCAL COMMITTEE (ELMBRIDGE)

A244 HERSHAM ROAD/RYDENS ROAD/ STATION AVENUE SIGNALISED CROSSROADS JUNCTION

PEDESTRIAN CROSSING IMPROVEMENTS

21 JANUARY 2008

KEY ISSUE

To seek Committee approval for the introduction of signalised pedestrian crossing points across 3 arms of existing signalised crossroads junction of the A244 Hersham Road with Rydens Road and Station Avenue.

SUMMARY

This report will recommend the upgrade of the existing signal control junction which currently has uncontrolled central pedestrian refuge islands on all four arms of the junction. The result will be an improved push button controlled junction with staggered pedestrian islands across both arms of the A244 Hersham Road together with Rydens Road.

OFFICER RECOMMENDATIONS

The Local Committee Elmbridge is asked to:

- (i) Approve the proposal of upgrading the existing uncontrolled junction at the A244 Hersham Road crossroads with Rydens Road and Station Avenue. This is to include improved push button controlled facilities across all of the four arms of the junction with staggered pedestrian islands across both arms of the A244 Hersham Road together with Rydens Road, as shown on Annex A.

1 INTRODUCTION AND BACKGROUND

- 1.1 This junction was improved in the early 1990's by the introduction of central pedestrian refuge islands to assist vulnerable users in crossing the A245.
- 1.2 In order to introduce the islands it was necessary to acquire some land on the northern side of the junction, whilst on the southern side a small parcel of green was dedicated by Walton Charities, as landowner, to enable the required carriageway widening.
- 1.3 Since that time, there has been much redevelopment in the immediate area, which has placed a heavy demand on the crossing by pedestrians, occurring concurrently with an increased demand on this junction by vehicular traffic.
- 1.4 All the approach arms on the junction consist of 2 lanes with dedicated right turn lanes on the A245.
- 1.5 During the day there is a steady flow of pedestrians crossing this junction to make use of the local shops and also commuters accessing the Walton-on -Thames railway station. It is also well used in term time by Rydens School pupils walking and cycling to and from school, although in 2004 an additional puffin crossing was introduced on the A245 closer to the School in order to redistribute this demand.

2 ANALYSIS

- 2.1 Investigation of the junction has shown that pedestrians found it difficult to cross the junction. The existing uncontrolled pedestrian crossing made pedestrians feel uncomfortable due to the volume of traffic together with the difficulty for a pedestrian to appreciate when it was safe to cross a particular arm of the junction. This is exacerbated by the volumes of vehicular traffic at this junction, which is already operating over capacity at peak times.
- 2.2 Any major alterations to increase capacity would require further land and would stifle scheme progress, so an engineering solution was required confined to the limits of the existing highway boundary.
- 2.3 As part of the design process the opportunity was taken to model the junction to ascertain the most appropriate solution. Further delays at this junction at peak time could manifest in further congestion and generate accidents further along the network, as frustrated drivers attempt to find alternative inappropriate routes.
- 2.4 In order to introduce pedestrian facilities without adversely effecting congestion, larger central refuge islands are required, which have

staggered crossing points, thus enabling the movement of traffic and pedestrians in sequential optimised phases.

- 2.5 The junction is also heavily laden with Statutory Undertakers plant, which is also a major cost factor in any proposal of this type.

3 OPTIONS

- 3.1 Many scenarios were investigated but the modelling clearly proved that any changes to the signal timings, or reduction in lane numbers to achieve the required central widths for the revised refuge islands, would severely effect the capacity of the junction and consequently congestion would increase.
- 3.2 In consultation with the various statutory undertakers it is anticipated that with some minor footway reduction on the wider sections of footway on the A245 Hersham Road/Rydens Road corner, the required carriageway widths could be achieved.
- 3.3 Obviously this will also necessitate some diversion of statutory undertakers plant to achieve this, however this has been shown, by the modelling, to be the only solution whereby congestion is not increased.
- 3.4 The facilities to be provided will comprise of three new-staggered pedestrian islands on three of the four arms. It is not possible to increase the existing island in the centre of Station Avenue, as any alteration will prohibit the turning of large HGV vehicles to local businesses.

4 CONSULTATION

- 4.1 Consultation with the Police and with the other emergency services will be undertaken as part of the statutory process should the Local Committee agree to the recommendations of this report.

5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 5.1 The estimated cost of the proposal is £120,000, proposed for funding from the Capital LTP budget.

6 EQUALITIES AND DIVERSITY IMPLICATIONS

- 6.1 The proposed pedestrian and vehicle facilities will provide a safer environment for all highway users. The proposed dropped kerbs will be constructed flush with the existing carriageway and will therefore provide improved crossing facilities for partially sighted and disabled users, together with push chairs.

7 CRIME AND DISORDER IMPLICATIONS

7.1 Not applicable.

8 CONCLUSION AND RECOMMENDATIONS

8.1 The upgrade of the existing uncontrolled pedestrian crossings will improve safety for pedestrians and should prevent unnecessary accidents.

8.2 The report recommends the upgrade of the existing uncontrolled pedestrian crossing facilities to controlled facilities.

9 REASONS FOR RECOMMENDATIONS

9.1 The proposal would improve pedestrian safety and encourage walking by creating a safer environment.

10 WHAT HAPPENS NEXT

10.1 If the Committee is minded to agree to the recommendations contained in the report, then further formal consultation will be carried with the Police and Emergency Services. This will then be followed by issuing an official construction order to Carillion our Constructor partner, to programme the scheme for commencement of the construction phase prior to the end of this financial year.

10.2 It is anticipated that the statutory undertakers diversions would have to be carried out in advance of any other works on site.

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