



**OFFICER REPORT TO LOCAL COMMITTEE
(ELMBRIDGE)**

**LETTER OF REPRESENTATION
C153 MOLESEY ROAD, HERSHAM
6 DECEMBER 2010**

KEY ISSUE

To update members on the investigations carried out, conclusions and recommendations made, following the Letter of Representation to the September 2010 meeting of this Committee.

SUMMARY

This report updates Members on the investigations into the request for a light controlled pedestrian crossing across the C153 Molesey Road, Hersham between Hersham library and the bus stop opposite it set out within a Letter of Representation which was accompanied by a verbal presentation by Mr Simon Lumb at the September Committee. A report to the Local Committee was agreed following further investigation, and this report presents the results of those findings.

OFFICER RECOMMENDATIONS

The Local Committee Elmbridge is asked to: Note the contents of the report and agree that based upon the lack of pedestrian personal injury collisions since 1987, and the difficulty in locating further pedestrian measures, compounded by the current financial difficulties, that there is no benefit at this time in pursuing this issue further.

1 INTRODUCTION AND BACKGROUND

- 1.1 Members are reminded that a petition was submitted to the September 2010, meeting of the Local Committee, from Simon Lumb, requesting a light controlled pedestrian crossing on C153 Molesey Road, Hersham. This would facilitate access for pedestrians to both the library and Homefield.
- 1.2 Molesey Road is one of a limited number of entry/ exit points from both Walton and West Molesey due to the environmental conditions of the surrounding area, but more specifically the railway line which cuts across east – west with its inherent low bridges.
- 1.3 This section of road is currently subject to a 30 mph speed limit and is well lit by a continuous system of street lighting. Pedestrian footways are provided on both sides of the road.
- 1.4 The section of road in consideration between Hersham Road, and the A244 has bus stop laybys, side roads, a library access and property vehicular crossings.
- 1.5 The County Council database, supplied by Surrey Police, of personal injury accidents shows that between 1 January 2007 and 31 July 2010, there have been 3 personal injury collisions along this section of road.

Location	Collisions	Date	Nature
Junction of Albany Road	1	17/04/2009	Slight
Junction of Hersham Road	1	15/12/2009	Slight
Junction of Hersham Road	1	11/02/2009	Slight

- 1.6 The collisions were all slight in nature and could have occurred anywhere on the network and not specific in nature to this location. No pedestrian accidents have been recorded along this short section since 1987.
- 1.7 Some years ago, due to concerns of excess speed and lack of pedestrian crossing locations, a series of pedestrian refuge islands were introduced along the Molesey Road from the old Hersham Road, to Arch Road.
- 1.8 Flashing amber lights and warning signs have been erected along this route to warn of vehicular traffic of children crossing the road.
- 1.9 Last year, two Vehicle Actuated Signs (VAS) were erected along the Molesey Road, funded from County Councillor Mrs. Margaret Hicks, allowance. They warn drivers of the presence of school children along this route

2 ANALYSIS

- 2.1 Pedestrian counts were carried out over a 10 hour period on the 13th October 2009, between 8.00 and 18.00. Although over a year old, these give a good indication of current pedestrian usage. Two locations were assessed for pedestrians crossing Molesey Road, between Hersham Road and Albany Road and the other location between the A244 and Albany Road. The details of which are summarised below.

Direction	East to West (Hersham Road – Albany Road)							
Time	Adult			Children: School age & under			Prams / Disabled	Total
		With Cycles	Total		With Cycles	Total		
08:00 - 18:00	26	0	26	3	0	3	2	31
08:00 - 09:00	2	0	2	0	0	0	0	2
17:00 - 18:00	2	0	2	0	0	0	0	2

Direction	West to East (Hersham Road – Albany Road)							
Time	Adult			Children: School age & under			Prams / Disabled	Total
		With Cycles	Total		With Cycles	Total		
08:00 - 18:00	23	0	23	5	0	5	2	30
08:00 - 09:00	2	0	2	1	0	1	0	3
17:00 - 18:00	3	0	3	2	0	2	0	5

- 2.2 Please note that the pedestrian count carried out between Albany Road and the A244 also takes into account the many pedestrians crossing at the informal tactile centre island crossing.

Direction	East to West (A244 – Albany Road)							
Time	Adult			Children: School age & under			Prms / Disabled	Total
		With Cycles	Total		With Cycles	Total		
08:00 - 18:00	54	0	54	25	0	25	1	80
08:00 - 09:00	5	0	5	17	0	17	0	22
17:00 - 18:00	4	0	4	1	0	1	0	5

Direction	West to East (A244 – Albany Road)							
Time	Adult			Children: School age & under			Prms / Disabled	Total
		With Cycles	Total		With Cycles	Total		
08:00 - 18:00	54	0	54	37	0	37	3	94
08:00 - 09:00	6	0	6	11	0	11	0	17
17:00 - 18:00	2	0	2	0	0	0	0	2

3 OPTIONS

- 3.1 The cost of introducing a Puffin crossing is likely to be in the region of £75,000 - £100,000. This needs to be carefully balanced, against the very small Capital Local Transport Plan (LTP) budget that currently exists. Priority for funding has previously been aimed towards casualty reduction, and obviously with many high personal injury collision sites on the programme, awaiting treatment, this does inhibit locations where personal injury collision statistics are low, as the cost benefit of such schemes will undoubtedly be a factor.
- 3.2 Paragraph 1.7 explains that pedestrian refuge islands were installed along the Molesey Road several years ago. At this time it proved very difficult to locate these measures due to the environmental constraints along this road. Although a measure was proposed in the vicinity of the library, the road layout was such that it proved impossible to locate and hence the nearest opportunity was to the north of Hersham Road, in its present location, near the small parade of shops.
- 3.3 In this short length of road between the A244 and Hersham Road, there are 3 side roads on the west side, namely Pratts Lane, Albany Road,

and Hersham Road. Additionally on the east side there is the side road entrance to Homefield, together with the two accesses to the library.

- 3.4 Furthermore there are then two bus stops with layby, whilst the few houses that remain between Albany Road and Hersham Road, numbers 85 and 95, have vehicular crossovers.
- 3.5 When designing a crossing facility, it is important that designers follow advice given in the Department for Transport's Local Transport Note 2/95 'The Design of Pedestrian Crossings'. All of the issues listed in the above paragraphs make this difficult, especially with regard to locating a pedestrian crossing.
- 3.6 The large island at the A244 end of the Molesey Road also has tactile paving installed to provide pedestrians and cyclists, with the ability to cross the road, and this is well used as can be seen from the data collected. The pedestrian refuge island outside the small parade of shops is also well used and provides pedestrians and children the opportunity to cross the Molesey Road.
- 3.7 The distance between the two existing crossing points is approximately 175 metres.

4 CONSULTATION

- 4.1 None

5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 5.1 The precise cost of a Puffin crossing is unknown at this stage as a project would require a full feasibility study and detailed design, however this could be in the region of £75,000 to £100,000. The financing for such a scheme, would be expected to be met from the Committee's Local Transport Plan funding. However, there is no unallocated budget left this financial year.

6 EQUALITIES AND DIVERSITY IMPLICATIONS

- 6.1 None

7 CRIME AND DISORDER IMPLICATIONS

- 7.1 None

8 CONCLUSION AND RECOMMENDATIONS

- 8.1 There have been three slight personal injury collisions for this section of road in the last 3 years (to end of February 2010). They are not considered to be specific in nature to this location. No pedestrian

accidents have been recorded along this short section of Molesey Road since our records began in 1987.

- 8.2 There is in existence a pedestrian refuge island together with a traffic island with pedestrian and cycle facilities, within 175m of each other.
- 8.3 There is not the potential to provide further crossing facilities between these two measures due to the many side road junctions, driveway accesses and bus stop laybys.

9 REASONS FOR RECOMMENDATIONS

- 9.1 As it has proved impossible during the past to successfully locate a measure between the A244 and the Hersham Road, and this continues to be the case, it is recommended that pedestrians continue to use the 2 existing crossings provided.

10 WHAT HAPPENS NEXT

- 10.1 If it becomes apparent that this site is subject to further personal injury collisions then this trend will be picked up in the normal way through the Elmbridge Casualty Reduction Working Group which convenes twice a year to assess patterns of personal injury collisions. The Group consists of Officers from the Casualty Reduction Group, Road Safety officers, Surrey Highways, Surrey Police, Surrey Fire & Rescue.

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BACKGROUND PAPERS: none