



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

**PETITION RESPONSE  
OAKDENE ROAD – Request to increase safety when crossing  
Oakdene Road**

**27th February 2012**

**KEY ISSUE**

To provide Members with an Officer response to the petition submitted to the Local Committee.

**SUMMARY**

A petition has been received signed by 156 signatories requesting various safety improvements to aid crossing Oakdene Road, Cobham.

**OFFICER RECOMMENDATIONS**

The Local Committee is asked to:

- (i) Note the content of the report

## 1 INTRODUCTION AND BACKGROUND

- 1.1 A petition signed by 156 signatories has been submitted to the local office on behalf of the residents of Oakdene Road and Lushington Drive. The full details are as follows:

Oakdene Road has two way traffic, and is the entrance for both cars and lorries to Waitrose and a turning point for buses. Close by is retirement accommodation of 44 flats privately owned in Cobham Grange and in Lushington Drive owned by Elmbridge Housing Trust. Residents many of whom have hearing or visual impairments maintain their independence by walking to Waitrose and to do so have to cross Oakdene Road often using mobility aids. Residents report near misses when drivers turn without indicating or when pedestrians are crossing. They have identified a number of options which would increase safety and therefore reduce the risk of accidents. These include ideally traffic lights or a zebra crossing but also the options of making the road one way, reducing the speed limit, clearer road markings on the slip road, and moving the 'slow' notice further back along between streets so that motorists slow down earlier.

- 1.2 Oakdene Road is located in Cobham, it is bound by the A245 Between Streets to the south and D6884 Anyards Road to the north east.
- 1.3 The road is mainly residential in nature serving the Village Hall and a Day Centre for the elderly. There is also access to the Waitrose supermarket for deliveries and parking facilities. Oakdene Road is subject to a 30mph speed limit.
- 1.4 The County Council collision database, supplied by Surrey Police, shows that there have been no personal injury collisions in Oakdene Road and Lushington Drive within the last five years.

## 2 ANALYSIS

- 2.1 There is no vehicular flow information available at this location, however site observations conclude that the route is used primarily as access to the Waitrose site by cars/goods delivery vehicles and vehicles wishing to access Anyards Road.
- 2.2 Oakdene Road has received minor traffic calming measures in the past and has a reduced carriageway width by means of a central hatching that runs the majority of the road from the Waitrose delivery entrance to Anyards Road. This has created the appearance of a narrower carriageway and helps to reduce vehicle speeds.
- 2.3 Speed gun readings have been taken and it does appear the majority of vehicles are driving well below the speed limit with an average recorded speed of 21 mph.
- 2.4 Two existing uncontrolled pedestrian crossing facilities are present either side of the junction with Lushington Drive. Both facilities have good sight lines on either approach and include an island refuge with tactile paving to assist the visually impaired.

- 2.5 Site observations noted that the majority of pedestrians wishing to cross the road used the existing crossing facilities.
- 2.6 Signs to warn motorists of elderly people crossing the road are placed close to the Waitrose delivery entrance and in advance of the pedestrian crossings.

### **3 OPTIONS**

- 3.1 From the data available it would not appear of value for money to install further traffic calming features along the route given there is no evidenced need in terms of recorded collisions. It would not be proposed that a Zebra crossing or a reduced speed limit is considered, as there would be little benefit with the already low speeds and existing crossing facilities.
- 3.2 It would not be proposed to convert Oakdene Road to a one-way street as there is no evidenced need to do so in terms of recorded collisions and there is little or no benefit to the highway network. It could also create problems with heavy goods vehicles delivering to Waitrose being restricted from exiting on to the A245 Between Streets. The only alternative route is to send them through the less appropriate Anyards Road to gain access to the A245.
- 3.3 A site inspection revealed that the white road markings and centre hatchings are worn and require refreshing. This remedial work has been ordered and will be carried out in the coming months. It is envisaged that this will help reinforce the benefits of the existing infrastructure.

### **4 CONSULTATION**

- 4.1 The location was visited and reviewed by Highway Officers. Surrey Police concur with the views above, including that the speed limit in place is appropriate.

### **5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS**

- 5.1 To introduce a Pelican or Zebra crossing in Oakdene Road would likely to cost in excess of £60,000 - £100,000. It would not be deemed value for money to progress this idea given the lack of personal injury collisions and proven low vehicle speeds from an Officer's perspective.
- 5.2 To introduce a 20mph restriction would cost approximately £10,000. It would not though be deemed value for money with average speeds already at 21 mph and no personal injury collisions being recorded. A one-way restriction would likely cost more given the additional signage required.

**6 EQUALITIES AND DIVERSITY IMPLICATIONS**

6.1 There are no equalities and diversity implications arising from this report.

**7 CRIME AND DISORDER IMPLICATIONS**

7.1 There are no crime and disorder implications arising from this report.

**8 CONCLUSION AND RECOMMENDATIONS**

8.1 Given the lack of collision justification and proven low speeds the recommendation is that Committee note the content of the report.

**9 WHAT HAPPENS NEXT**

9.1 The Area Team will arrange for the road markings to be refreshed.

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**BACKGROUND PAPERS:** none