



**OFFICER REPORT TO LOCAL COMMITTEE
(Epsom and Ewell)**

**BEGGARS HILL ROUNDABOUT
PROPOSED PEDESTRIAN SIGNAL CROSSING**

13 SEPTEMBER 2010

KEY ISSUE

To consider a proposal to introduce a signal controlled crossing over the A240 Kingston Road, immediately north of Beggars Hill Roundabout and approve statutory advertising, subject to safety audit and detailed design.

SUMMARY

Kingston Road is a busy dual carriageway and there are presently no formal facilities for pedestrians wishing to travel between the roads surrounding Park Avenue West and Ewell Village. The proposed crossing fulfils that need and also serves to promote use of adjoining bus stops.

OFFICER RECOMMENDATIONS

The Local Committee is asked to:

- i) Authorise advertisement of a signal crossing at this location.
- ii) Approve introduction of a signal controlled crossing, subject to safety audit and detailed design.

1 INTRODUCTION AND BACKGROUND

- 1.1 Kingston Road is a busy dual carriageway which links the A3 trunk road with the A24 and is one of the most heavily used roads in Surrey. The road is subject to a 40 mph speed limit.
- 1.2 For pedestrians who currently wish to travel between Ewell Village and the residential roads and schools of Stoneleigh there is no formal facility to cross Kingston Road without a lengthy additional walk. In addition, there are limited facilities for those wishing to use the northbound and southbound bus services that both have stops just north of Beggars Hill Roundabout.
- 1.3 One of Surrey's key strategies is to reduce dependency on car use through promotion of sustainable forms of transport which include walking and public transport.
- 1.4 It is proposed to introduce a signal crossing for pedestrians (see Annex A).

2 ANALYSIS

- 2.1 At present there are dropped kerbs on the north side of the roundabout and a pedestrian refuge in the form of a central reservation. Whilst this arrangement enables pedestrians to cross unidirectional traffic in two stages, it requires judgements to be made of approach speed and likelihood of drivers performing lane changes.
- 2.2 Crossing the northbound lane is particularly difficult as this also necessitates predicting how and when drivers may exit the roundabout.
- 2.3 Although the existing arrangement incorporates dropped kerbs and tactile paving to assist the mobility impaired and blind, the nature and width of the road presents particular problems for vulnerable highway users.
- 2.4 Whilst steps have been taken in recent years to address excessive traffic speeds along the route with the installation of enforcement cameras, judging vehicle approach speeds accurately can prove difficult.
- 2.5 Whilst there have been no reported accidents resulting in injury involving pedestrians during the last four years, there has been a steady pattern of vehicle collisions. The provision of a signal crossing would serve to moderate driver behaviour and thus improve pedestrian safety and may be expected to encourage many pedestrians to use the route as an alternative to travelling by car.
- 2.6 The exact position of the crossing will be subject to detailed design but a compromise will be sought between keeping it a safe distance from the roundabout, avoid conflict with buses using the adjoining stops and retaining a desire line for pedestrians.

3 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 3.1 Funding for the scheme will come from Section 106 monies already held which must be targeted at safety improvements in the Ewell area.

4 EQUALITIES AND DIVERSITY IMPLICATIONS

- 4.1 The proposed measures will incorporate facility for the blind and disabled.

5 CRIME AND DISORDER IMPLICATIONS

- 5.1 None perceived.

6 CONCLUSION AND RECOMMENDATIONS

- 6.1 It is recommended that the Committee approve progression of the scheme through detailed design and advertisement to implementation.

7 REASONS FOR RECOMMENDATIONS

- 7.1 The proposed crossing will promote sustainable forms of transport and be valued by the local community.

8 WHAT HAPPENS NEXT

- 8.1 Should approval be forthcoming, the design will be finalised in collaboration with the Council's Road Safety Team, advertised in accordance with statutory procedure and implemented during the current financial year (ending 31st March 2011).

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