



**NEWARK LANE, RIPLEY
PROPOSED KERB BUILD OUT
GUILDFORD LOCAL COMMITTEE
20th JANUARY 2005**

KEY ISSUE

This report recommends the implementation of a kerb build out to improve the safety of pedestrians crossing Newark Lane near its junction with Wentworth Close, and to reduce vehicle speeds on Newark Lane.

SUMMARY

A request was received to investigate the possibility of installing a pedestrian crossing facility on Newark Lane in the vicinity of its junction with Wentworth Close, to improve access to schools, the village centre and commercial premises. A feasibility study has been carried out and two options were put forward for kerb build-outs. Following consultation with Ripley Parish Council and Newark Lane Residents' Association, option 2 is recommended for implementation.

Report by

LOCAL TRANSPORTATION DIRECTOR

Surrey Atlas Ref.

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GUILDFORD B.C. WARD(S)

LOVELACE

COUNTY ELECTORAL DIVISION(S)

HORSLEYS

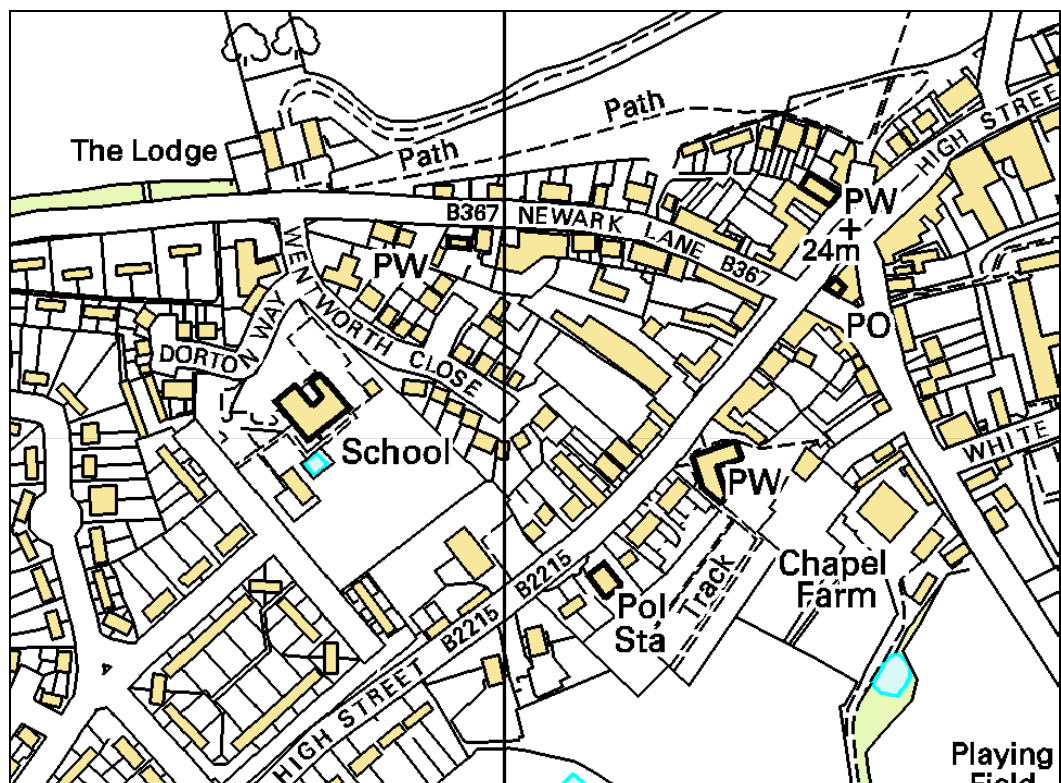
OFFICER RECOMMENDATIONS

The Committee is asked to agree:

- (i) that the proposed kerb build out and associated works detailed in this report be approved in principle.
- (ii) that the proposal be designed in detail and subsequently implemented subject to funding being made available.
- (iii) that the intention to construct a kerb build out at the proposed location be advertised by notice in accordance with Section 23 of the Road Traffic Regulation Act 1984.

INTRODUCTION and BACKGROUND

- 1 Newark Lane contains mainly residential properties and connects Ripley to Pyrford Village and West Byfleet. Within the area of interest there is the junction of Wentworth Close, commercial premises and a footpath on to the village green. Wentworth Close is a cul-de-sac off Newark Lane and contains Ripley Infant School and a Day Nursery. The road is restricted to 30mph and has no traffic calming measures. A location plan is shown below.



- 2 There are no parking restrictions but there does not appear to be a particular problem with on-street parking. Residents park on the verge on the south side of the road to the east of Wentworth Close.

- 3 There is a continuous footway on the south side of Newark Lane. On the north side there is a footway, but this is not continuous.
- 4 There are no existing pedestrian crossing facilities or school crossing patrol around the area of interest on Newark Lane. Also, there are no designated cyclists facilities. Newark Lane is the route of bus route 602, a once-weekly access service from Send to Woking.
- 5 A request was received from local residents via Cllr Bill Barker to investigate the possibility of installing a pedestrian crossing facility on Newark Lane to improve access to the above-mentioned facilities, schools and the village centre.
- 6 Pedestrian counts and speed surveys were carried out. The speed surveys showed 85th percentile speeds of 39 mph eastbound and 41 mph westbound.

THE PROPOSALS

- 7 Several options for pedestrian crossing facilities were considered, including a controlled crossing, pedestrian refuge and kerb build-outs, and the advantages and disadvantages of each option were analysed. Since there were only a small number of pedestrians that crossed the road at the point where the counts were carried out, a controlled crossing facility cannot be justified and there is insufficient highway width to accommodate a pedestrian refuge without the considerable cost of widening the road. A kerb build out is therefore recommended. The proposal is shown on plan 6405-Figure 3b which will be on display at the Committee meeting. The proposal includes the following details:
 - Construction of a new kerb build out with illuminated bollards and buff coloured tactile paving.
 - Relocation of the existing entrance to the car park situated at the corner of Newark Lane and Wentworth Close junction.
 - A gateway feature on Newark Lane to the west of Wentworth Close.
 - The use of lining and colour marking along the channels between the gateway and Wentworth Close to give the impression of a narrower road. Currently the width is 6.0 metres, narrowing to 5.0 metres with road markings.
 - Associated signs and road markings.

OPTIONS CONSIDERED

- 8 Two possible locations for the proposed kerb build out were considered. Option 1 positioned the crossing in the corner of Ripley Green, at the closest possible point to Wentworth Close. While this is closer to the pedestrian 'desire line', it may distract drivers negotiating the Wentworth Close junction. Option 2 positions the crossing some 15 metres east of Option 1, away from the junction in a generally safer location.

CONSULTATIONS

- 9 Consultation has been carried out with Ripley Parish Council and the Newark Lane Residents' Association (NLRA). The Parish Council studied the proposal carefully at their meeting on 21 October 2004 and supports Option 2.
- 10 The NLRA proposed an alternative design for the pedestrian crossing facility; this will be on display at the meeting. Officers have considered the NLRA proposal in detail, but it is contrary to safety audit recommendations as pedestrians would have to approach the kerb at an angle and would need to look over their shoulders to check the traffic. It would be misleading, especially for blind or partially sighted people, who expect road crossings to be at 90 degrees to the kerb, and normal design criteria require tactile paving to be laid at right angles to the kerb. These and other reasons have been explained to the NLRA in writing.
- 11 Mr Walker of Longwood Developments Ltd. has also been consulted in view of the need to relocate the car park entrance. He has supported the proposal subject to there being no loss of parking spaces.
- 12 Further consultations have been undertaken with local County and Borough Members, Surrey Police and Guildford Borough Council. Cllr Barker supports the recommendation. Responses are awaited from the other consultees and if received in time, results will be presented at the committee meeting.

FINANCIAL IMPLICATIONS

- 13 The cost for the scheme is currently estimated at approximately £10,000 for feasibility and design and £46,000 for construction. Cllr. Barker has provided funds to cover the cost of feasibility and design from his Member Revenue Allowance; this was approved by the Committee in two phases, on 6 March 2003 and 6 November 2003. Funding for construction will be sought from Local Transport Plan allocations.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

- 14 The completed scheme is expected to reduce the difficulty for pedestrians including pupils when crossing Newark Lane near Wentworth Close and will therefore contribute to LTP targets for improved accessibility and the promotion of walking. The scheme is not expected to have any economic implications.

MONITORING CARRIED OUT OR PLANNED

15	'Before' monitoring	Pedestrian counts crossing Newark Lane. Speed surveys on Newark Lane.
	'After' surveys	Repeat of pedestrian counts and 'straw poll' of users to find out the effectiveness.

EFFECTS ON LOCAL TRANSPORT PLAN OBJECTIVES

16	LTP OBJECTIVES	EFFECT (including delivery of TARGETS)
	Safety	Scheme will improve safety of pedestrians, particularly vulnerable road users.
	Environment	Very slight negative, due to additional street furniture.
	Economy	No measurable effect
	Integration	No measurable effect
	Accessibility	Scheme should increase accessibility of local destinations by sustainable modes, including walking.

EFFECTS ON LOCAL TRANSPORT PLAN STRATEGIES

17	LTP STRATEGIES	EFFECT
	Passenger Transport	No effect
	Walking	Direct positive effect – reduced vehicle speeds may make walking more attractive.
	Cycling	Marginal positive effect.
	School Travel	Direct positive effect in the school in the vicinity – reduced vehicle speeds may make travel to school by sustainable modes more attractive.
	Traffic Management	Positive effect on community severance.
	Speed Management	Positive effect on speed reduction in Newark Lane
	Transport Telematics	No effect.
	Parking	No effect
	Road Safety	Direct positive effect.
	Travel Awareness	No effect
	Highway Maintenance	No effect
	Bridge Management	No effect

CONCLUSION AND REASONS FOR RECOMMENDATIONS

- 18 The proposed kerb build out would help to resolve difficulties experienced by pedestrians crossing Newark Lane and will have beneficial effects on traffic speeds. It is therefore recommended that the proposal for pedestrian improvements should be implemented at location 2 on Newark Lane near its junction with Wentworth Close.

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BACKGROUND PAPERS: Feasibility report and NLRA correspondence
