



**EFFINGHAM COMMON ROAD
EFFINGHAM JUNCTION
PROPOSED PEDESTRIAN REFUGE**

GUILDFORD LOCAL COMMITTEE

20th JANUARY 2004

KEY ISSUE

This reports recommends the installation of a pedestrian refuge on Effingham Common Road, Effingham Junction.

SUMMARY

Concerns have been raised by a member of the public about the safety of pedestrians crossing at this location, near Effingham Junction railway station. A feasibility study has been carried out, which supports this proposal.

Report by

LOCAL TRANSPORTATION DIRECTOR

Surrey Atlas Ref.

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GUILDFORD B.C. WARD(S)

EFFINGHAM

COUNTY ELECTORAL DIVISION(S)

HORSLEYS

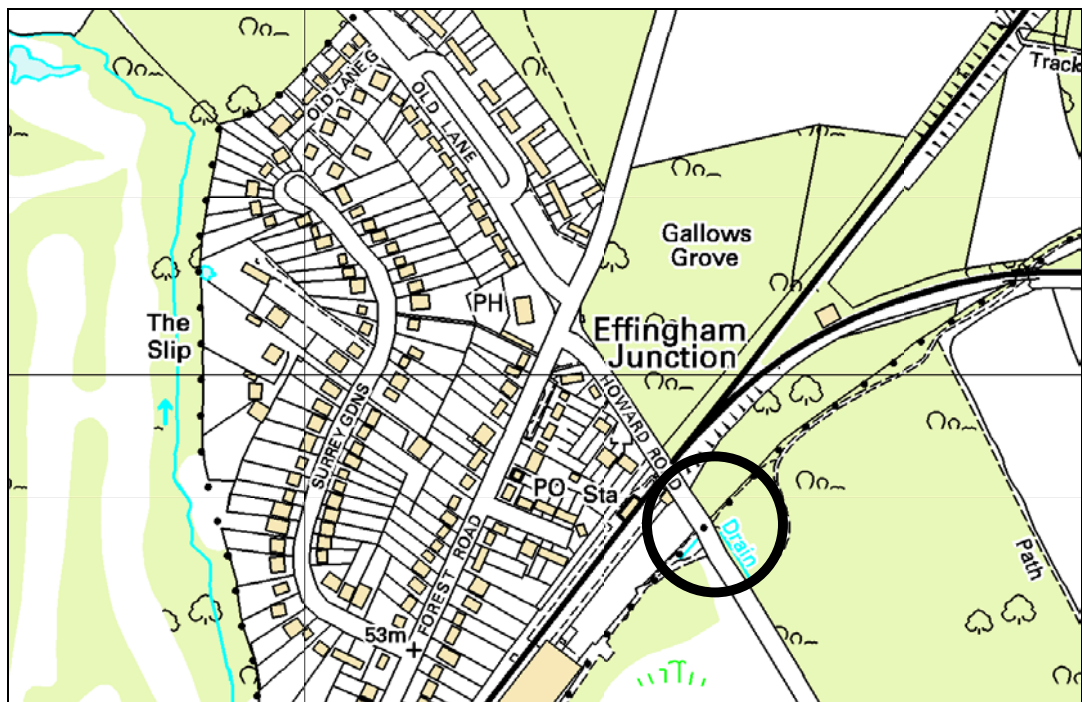
OFFICER RECOMMENDATIONS

The Committee is asked to agree:

- (i) that, subject to safety audit, the pedestrian refuge on Effingham Common Road, Effingham Junction, as shown in drawing number G744 be approved for implementation.

INTRODUCTION and BACKGROUND

- 1 Effingham Common Road is a single carriageway road, which runs in a southerly direction from Forest Road, East Horsley to the centre of Effingham Village. There is a bus lay-by on the western side, a private side road (Old London Road), which provides access to Effingham Junction Railway Station car park, pedestrian entrance to the station and a bridge over the railway lines which reduces the sightlines of pedestrians crossing at this location. A location plan is shown below.



- 2 This road is semi rural in nature. There is a footpath located on the western side of the road, which switches to the east approximately 40m south of the entrance to the station. There are currently no other pedestrian facilities in the area. A bridleway crosses Effingham Common Road at the entrance to the station car park. There are currently no public bus services using the bus stops, however it is believed that coaches from St Teresa's preparatory school pick up and drop off here. The speed limit changes from 50 mph to 30 mph at the lay-by.
- 3 The introduction of pedestrian refuge was first requested by a resident of Effingham. Consideration was given to this request by the Transportation Task Group in Autumn 2002 which recommended that the scheme be added to the programme; this was subsequently confirmed by the Local Committee on 12 December 2002.

PROPOSALS

- 4 Following a technical assessment, an optimum site has now been identified where a pedestrian refuge could be constructed. The location is approximately 10m south of the junction with Old London Road and is shown in drawing number G744 which will be on display at the meeting.
- 5 A crossing at this location would require some carriageway widening to accommodate the new pedestrian refuge island and some street lighting in its immediate vicinity. This would be kept to the minimum needed to satisfy the safety requirements. The footpath on the eastern side would also need to be extended.
- 6 The scheme has not yet been subjected to a stage 2 safety audit and therefore it is anticipated that following the audit, minor adjustments to the proposals may be required.
- 7 The 3-year (July 2000 to June 2003) personal injury accident history for these 2 roads shows only one accident which was not pedestrian related.

CONSULTATIONS

- 8 No consultations have been carried out to date. There are no affected residents, but it is intended to consult with local elected Members, the Parish Council and with Network Rail prior to implementation.

FINANCIAL IMPLICATIONS

- 9 The design and construction costs are been estimated at some £25,000. Funding for the implementation of this project has already been secured from Local Transport Plan funds for 2004/05.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

- 10 The scheme will provide a safe crossing facility and may encourage walking. In addition, there may be a reduction in the speed of traffic through the area, which would provide a safer environment for equestrians to cross. The island would also provide an area where vehicles waiting to turn right into Old London Road could do so with some protection.

EFFECTS ON LOCAL TRANSPORT PLAN OBJECTIVES

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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

12	LTP STRATEGIES	EFFECT
	Passenger Transport	The scheme may encourage the use of public transport (rail).
	Walking	Direct positive effect – reduced vehicle speeds may make walking more attractive.
	Cycling	No effect.
	School Travel	Positive effect on schoolchildren crossing road to reach school bus stop.
	Traffic Management	No effect.
	Speed Management	Marginal positive effect on speed reduction.
	Transport Telematics	No effect.
	Parking	No effect
	Road Safety	Positive effect on pedestrian safety.
	Travel Awareness	No effect
	Highway Maintenance	No effect
	Bridge Management	No effect

MONITORING CARRIED OUT OR PLANNED

13	'Before' monitoring	Pedestrian counts.
	'After' surveys	Nil.

CONCLUSIONS & REASONS FOR RECOMMENDATIONS

- 14 That the scheme shown on drawing number and detailed in this report be approved for implementation, subject to consultation with the Parish Council, and local elected Members.

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