



**A24 DEEPDENE AVENUE, DORKING.
RESPONSE TO PETITION FOR
PEDESTRIAN CROSSING POINT
BETWEEN CHART DOWNS ESTATE AND
GOODWYNS ESTATE**

**Local Committee for Mole Valley
23 FEBRUARY 2005**

KEY ISSUE:

This report primarily responds to a petition received from the residents of Chart Downs Estate and the surrounding area, for a crossing point to be installed on the A24, linking the two footpaths between Chart Downs Estate and the Glorywoods / Goodwyns Estate.

SUMMARY:

At the meeting of this Committee on 8th December 2004, a petition containing 717 signatures was presented. The petition requested the urgent installation of a safe crossing point as well as signs and lighting on the said section of the A24. This report responds to that request and gives details on what measures can be implemented to address local concern. Additionally, the report seeks approval from members for the progression of the scheme suggested. It is felt appropriate to install the suggested measures in phases, subject to safety audit concerns and funding. At the next meeting of this Committee a report providing information on utilising the LTP capital funding assigned to this District will be presented and this report will set out what funds can be assigned to this scheme and others during the next financial year.

OFFICER RECOMMENDATIONS:

The Committee is asked to:

- i) Approve the design and construction of the scheme shown in **Annexe 1** and detailed in paragraph 4.3, subject to safety audit.
- ii) Approve the advertisement of the Legal Traffic Regulation Order to bring into effect the right turn ban at Chart Lane South.
- iii) Authorise the Local Transportation Director, in consultation with the Chairman and local members to consider and resolve any objections to the statutory consultation, in ii) above.
- iv) To approve, in principle and subject to safety audit requirements, the phased approach to be adopted with the overall scheme (detailed in section 4.0).

1.0 INTRODUCTION AND BACKGROUND

- 1.1 In March 2004, a fatal accident occurred on the A24 Deepdene Avenue, Dorking at the point where Footpath 96 meets the A24. The fatality involved a pedestrian and soon after its occurrence, a petition containing 453 signatures was received from residents of Chart Downs and Goodwyns Estates, requesting the installation of a pedestrian refuge.
- 1.2 The petition received, was reported to this Committee under the 'for information' items on the 26 May 2004 and the officers' response detailed in that report, advised of the processes involved. Additionally the report advised that the injury accident records had been investigated for the 5 years data available prior to the accident (January 1999 to December 2003) and that no injury accidents had taken place.
- 1.3 As with all fatalities, a Police investigation of the incident was underway at that time. As is often the case, this took a considerable number of weeks and the resulting Coroners report was not available until January 2005.
- 1.4 As a matter of course, all fatal accidents are discussed at the Accident Working Group. This group consists of Road Safety experts from both Surrey Police and the County Council as well as engineers from the Local Transportation Service and the meeting takes place twice a year. The meeting, that discussed this particular fatality, took place in June 2004 and any information that was known to be fact at the time, was fed back to the Local Transportation Service. However, at the time there was very little information available for the Accident Working Group to consider.
- 1.5 In preparation for that meeting, the most recent injury accident data available, for the site, was analysed. Injury accidents were also investigated over the whole length of the A24 between the junction of Chart Lane South and the North Holmwood roundabout.

- 1.6 The conclusions of the Accident Working Group were that the accidents were increasing at the junction of Chart Lane South and that most of the injury accidents involved right turning vehicles. In terms of priority, the junction of the A24/ Chart Lane South was deemed to have a greater need for addressing a pattern of accidents than where the fatality occurred (one personal injury accident recorded over the same time period). It was nevertheless agreed that the introduction of a series of islands along the length of the A24, including a pedestrian island further south of the junction, where the fatality occurred, would be beneficial. The installation of a number of islands would hopefully moderate vehicle speeds as well as reduce the potential for vehicles to overtake. In addition the potential for the conflict between vehicles turning right out of and in to Chart Lane South would be reduced.
- 1.7 The Accident Working Group agreed that a design brief should be issued for an investigation into lighting levels; road surface condition; traffic and/or pedestrian islands over the whole length of the A24 between Chart Lane South and North Holmwood roundabout. It was however highlighted that there was no potential to fund works on site, through the Accident Working Group, during the course of the 2004/05 financial year. It was thought some funding may be possible during the 2005/06 financial year and that the potential for funding being forthcoming from other sources (i.e. Developer related scheme) should be fully investigated, in view of the high cost of the overall project. Given the constraints on funding it was deemed appropriate to consider a phased approach to any of the construction works, possibly spanning implementation over a number of years.

2.0 ANALYSIS AND COMMENTARY

- 2.1 With the backing of the Accident Working Group, the feasibility stage of a scheme has been underway since the summer of 2004. An initial outline design was put forward for safety audit (stage 1) and the problems identified within the safety audit report have been reviewed, making some re-design work necessary. Additionally, consideration has been given to applying a consistent approach over the whole length of the A24 between Deepdene roundabout and North Holmwood roundabout. This is partly due to the possible scheme that may result from discussions currently being held with Kuoni Travel. There is strong support locally, for a right turn facility, with islands (one pedestrian island), at the access to Kuoni Travel. This issue is being progressed separately, although it is not known at this time whether it will reach fruition.

3.0 PETITION PRESENTED TO COMMITTEE ON 8 DECEMBER 2004

- 3.1 A petition was presented to this Committee on 8 December 2004, in accordance with standing order 62. Petitions received in this way, must be responded to by way of a report, to this Committee (Transportation), when it next meets.
- 3.2 The petition contained 717 signatures and requested the urgent installation of a safe crossing point as well as signs and lighting on the section of the A24, where the fatal accident occurred.
- 3.3 Proposals which are deemed appropriate to address local concerns and thus 'respond' to the petition, are detailed in paragraph 4.3

4.0 SUGGESTED SCHEME

- 4.1 As indicated in paragraph 1.7, it will be necessary to 'phase' scheme implementation. The ultimate aim of the suggested proposals being that overtaking manoeuvres are minimised; pedestrian safety is improved and conflict at the Chart Lane South junction is reduced.
- 4.2 **ANNEXE 1**, details Phase 1 of the suggested scheme.
- 4.3 There would be four phases in total and these are listed below:
- Phase 1
Installation of right turn facility (out of Chart Lane South); Installation of islands at either side of Chart Lane South on the A24; Give-way on central lane 'reservoir' (to facilitate traffic joining the A24 travelling north); Right turn ban (in to Chart Lane South – this would reduce the 'conflict' at the junction and is considered to be less detrimental to drivers than banning the right turn from Chart Lane South to A24 northbound); Installation of a pedestrian island at Footpath 96; installation of an island either side of the suggested pedestrian island; Installation of central coloured surface strip, with new hatching, between Chart Lane South and north Holmwood roundabout (this will remove redundant road markings and emphasise the divide between the opposing flows of traffic); Street lighting between Chart Lane South and Footpath 96.
 - Phase 2
Installation of traffic islands at approximately 150m to 200m centres between footpath 96 and North Holmwood Roundabout; Street lighting at all locations between Chart Lane South and North Holmwood roundabout that have not been installed under Phase 1.

- Phase 3
Right turn facility with one pedestrian island and one traffic island at the access to Kuoni Travel; Street lighting from Deepdene roundabout to Kuoni.
- Phase 4
Where feasible, the installation of central coloured surface strip, with new hatching, over the remainder of the length of road between Kuoni and Chart Lane South (it should be noted some hatching is present already in vicinity of Chart Lane North); Installation of traffic islands at 150m to 200m centres, where feasible between Kuoni and Chart Lane South; Installation of street lighting over this same length.

5.0 CONSULTATIONS

- 5.1 The suggested right turn ban, at Chart Lane South, will necessitate the statutory advertising of the measure and if objections are received, then formal consideration of those objections will be necessary.
- 5.2 The Accident Working Group, which includes Surrey Police are supportive of the approach suggested to be adopted.

6.0 FINANCIAL IMPLICATIONS

- 6.1 The LTP capital funding for this project yet needs to be formally assigned. A report that clarifies what funding is available for the next financial year will be presented to this Committee in June 2005. There is strong likelihood of some developer money being available for this project as well as some possibility that Accident Working Group funding may be assigned for part of the works at the junction of Chart Lane South. Overall, it is expected that the first phase of this scheme can be delivered during the 2005/06 financial year.
- 6.2 Subject to statutory undertakers costs and inflation, it is estimated that the whole project (from Deepdene Roundabout to North Holmwood roundabout) will amount to £450,000. Phase 1 will cost in the region of £150,000.

7.0 SUSTAINABLE DEVELOPMENT IMPLICATIONS

- 7.1 The implementation of the proposals suggested would encourage more walking and hence persuade more people to use alternative forms of transport to the motor car. Additionally, parents would feel more confidence in the safety of walking children to local schools.

8.0 CRIME & DISORDER IMPLICATIONS

- 8.1 The presence of street lighting can reduce the fear of crime. The measures will also bring about a degree of speed reduction, which will result in more drivers adhering to the speed limit.

9.0 EQUALITIES IMPLICATIONS

- 9.1 The pedestrian island at Footpath 96 will incorporate lowered kerbs and tactile paving to assist wheelchair users and the visually impaired.

CONCLUSION AND REASONS FOR RECOMMENDATIONS

The measures proposed in phase 1 of the scheme will help to address a history of injury accidents at the junction of the A24 with Chart Lane South. Additionally, the phase 1 measures will address the concerns of local residents who have submitted the latest petition. It is suggested that members give their support to the overall scheme development (between Deepdene roundabout and North Holmwood roundabout), which is deemed to be a consistent approach. It should however be noted that certain issues need more investigation as part of the detailed design (especially in the longer term). For example, there may be statutory undertakers plant that requires relocation which would of course have implications on the overall cost. Additionally, the longer term phases are likely to rise in cost due to inflation.

**Report by: Roger Archer-Reeves, Local Transportation Director,
Mole Valley Transportation Service.**

LEAD/CONTACT OFFICER: Michelle Armstrong, Principal Engineer

TELEPHONE NUMBER: 01372 832633

BACKGROUND PAPERS: Previous Committee Reports
