



**OFFICER REPORT TO LOCAL COMMITTEE  
(MOLE VALLEY)**

**A24 LONDON ROAD/STATION APPROACH JUNCTION,  
DORKING**

**24 SEPTEMBER 2008**

**KEY ISSUE**

To confirm the Local Committee support for pedestrian improvements to the junction of A24 London Road / Station Approach which will improve safety for all users of the highway.

**SUMMARY**

Following concerns expressed by members of the Mole Valley Access Group, Surrey County Council (SCC) undertook a feasibility study during 2007 of the London Road/Station Approach/Lincoln Road junction to look at measures that would improve pedestrian accessibility and the safety of all other road users.

**OFFICER RECOMMENDATIONS**

**The Local Committee for Mole Valley is asked to agree:**

- (i) the proposal for the junction improvement scheme to improve safety for all road users.

## 1 INTRODUCTION AND BACKGROUND

- 1.1 There has been considerable demand over a number of years from mobility groups, residents and commuters to improve pedestrian links within the immediate area of A24 / Station Approach. Progress on this project has been reported to this committee on a number of occasions, but due to concerns expressed by the local member it has been asked that the project is brought back to committee again. See appendix A for location.
- 1.2 At present, no facilities exist to assist pedestrians in a north-south direction across the Station Approach arm of this junction. Pedestrians have to utilise the adjacent carriageways (traffic lanes) when crossing Station Approach. This is not helpful for people with mobility impairment issues. There is not a high personal injury accident record for this location, but it is a key movement corridor for pedestrians.
- 1.3 A pedestrian subway is present underneath London Road, running in an east-west direction, with pedestrians able to cross Station Approach midway along its length. An uncontrolled crossing point is present across Lincoln Road, at the Station Approach junction.
- 1.4 London Road is a dual carriageway road with a grassed central median. At this junction, the southbound carriageway accommodates two through lanes and a cycle lane, whilst the northbound carriageway accommodates two through lanes and a right turn lane into Station Approach.
- 1.5 Station Approach (a private road) is a single carriageway road with one traffic lane in each direction that has acquired Highway Rights. It is the only link road to the Dorking Railway Station and hence has significance to the community of Dorking and its environs and also carries a considerable volume of traffic. Lincoln Road is a single carriageway road with one traffic lane in each direction and parking on both sides. It provides access to a few houses and businesses; therefore traffic volumes are relatively low.

## 2 OPTIONS

- 2.1 As with all projects there are two basic options: Do nothing or deliver an improvement to the area.
- 2.2 Do nothing: The accident statistics are not high at this location so in accident remedial terms it is not a high priority, however as a key

gateway feature into and out off Dorking for rail users particularly it is of significance. The economic vitality of Dorking like many other group four towns is fragile at present so any improvement should be of help.

- 2.3 Delivery: The enlarged island would better accommodate pedestrians who are crossing Station Approach in a north-south direction. Dropped kerbs and tactile paving would be provided and the enlarged size of the island would reduce the road crossing distance for pedestrians, thus improving their safety and enhancing the ambience / environment.
- 2.4 The kerb build-outs on the eastern side of London Road will reduce the road crossing distance for pedestrians in a north-south direction, without affecting the turning movements of large vehicles into/out of Station Approach and Lincoln Road. Standard dropped kerbs and tactile paving will be provided.

### **3 CONSULTATIONS**

- 3.1 There has been consultation with the access group and prior to scheme delivery a formal consultation with all interested parties would be undertaken. Any amendments to the project would be reported back to the Local Committee.
- 3.2 The Highway Service has written to Network Rail who are responsible for Station Approach and are awaiting a formal response. The works encroach upon a minimal strip of Network Rail land ( approx 0.5 to 1 metre ), it is not expected that this will become a incumbent to the project.

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

- 4.1 The overall cost of the suggested improvements is estimated to be £60,000 (including: design cost, traffic orders, safety audits, traffic management and contingencies), a major part of which will be spent on enlargement of the traffic island and associated footway works.

### **5 EQUALITIES AND DIVERSITY IMPLICATIONS**

- 5.1 The project builds upon the County Council aspirations to improve equalities by the provision of enhanced facilities for those with mobility concerns etc. Such aspirations are shared by the wider community.

### **6 CRIME AND DISORDER IMPLICATIONS**

- 6.1 There are no specific implications arising from the scheme.

## **7 CONCLUSION AND RECOMMENDATIONS**

- 7.1 This report recommend that the scheme be implemented, as shown on drawing number 7512/02 (Appendix B), during the 2009/2010 financial year.

## **8 REASONS FOR RECOMMENDATIONS**

- 8.1 These recommendations will improve pedestrian safety and address junction safety issues in particular for those with mobility issues.

## **9 WHAT HAPPENS NEXT**

- 9.1 The scheme will be programmed for implementation in financial year 2009/2010

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