



OFFICER REPORT TO LOCAL COMMITTEE (MOLE VALLEY)

LOWER ROAD, BOOKHAM – PEDESTRIAN SAFETY

12th September 2012

KEY ISSUE

To consider options for improving safety in Lower Road for pedestrians crossing Lower Road, Bookham, between the Middlemead estate and the Recreation Ground.

SUMMARY

Following a report to Local Committee in September 2011, options to improve safety for pedestrians crossing Lower Road between the Middlemead estate and the Recreation Ground have been investigated. Four options have been developed. Of these, options for a Puffin crossing, Zebra crossing and pedestrian refuge all appear to be feasible. No consultation has been carried out with local residents to date. Members are asked to decide which option(s) they wish to take forward for public consultation.

OFFICER RECOMMENDATIONS

The Local Committee (Mole Valley) is asked to:

- (i) Agree that no further work be carried out on option 1, the provision of a build out with priority signs;
- (ii) Agree that consultation be carried out with local residents and other interested parties to seek their views; and
- (iii) Decide on which option(s) to consult (option 2 Puffin crossing and/or option 3 Zebra crossing and/or option 4 pedestrian refuge).

1 INTRODUCTION AND BACKGROUND

- 1.1 Lower Road is a residential local distributor link road running in an east-west direction through the villages of Bookham and Fetcham. The road is a two-way, single carriageway with a width of approximately 6.0m. The road is street lit and subject to a 30mph speed limit. There is a footway on the southern side of the carriageway but the footway on the northern side ends at the alleyway that links Lower Road to the residential Middlemead estate to the north. Lower Road is fronted by residential properties on the northern side and the recreation ground and children's playground on the southern side. A location plan is attached as **Annex 1**.
- 1.2 A report was presented to the Local Committee in September 2011 to consider options to improve safety for pedestrians crossing Lower Road between the Middlemead estate and the Recreation Ground. Five options were considered ranging from 'do nothing' to a signalised crossing. The Local Committee agreed that a zebra crossing be investigated for feasibility.
- 1.3 Department of Transport guidance states that zebra crossings should not be installed on roads with an 85th percentile speed of 35mph or above. There were concerns that traffic speeds in Lower Road could be too high for the implementation of a zebra crossing so four options have been developed to feasibility design.

2 OPTIONS

- 2.1 **Option 1 – Build Out with Priority Signs**
Option 1 proposes the construction of a kerb build out on the northern side of Lower Road by the alleyway to the Middlemead estate, with priority given to westbound traffic, as shown on the plan attached as **Annex 2**.
- 2.2 **Option 2 – Puffin Crossing**
Option 2 proposes the installation of a Puffin signalised crossing, as shown on the plan attached as **Annex 3**. This would require carriageway widening in the southern verge. This will allow the footway on the northern side of the road to be widened to accommodate the equipment associated with signals.
- 2.3 **Option 3 – Zebra Crossing**
Option 3 proposes the installation of a Zebra crossing, as shown on the plan attached as **Annex 4**. This would also require carriageway widening in the southern verge and footway widening on the northern side of the road.

2.4 Option 4 – Pedestrian Refuge Island

Option 4 proposes a pedestrian refuge island, as shown on the plan attached as **Annex 5**. This option would also require carriageway widening in the southern verge to provide sufficient road width to install a 2metre wide pedestrian refuge.

3 ANALYSIS

3.1 Option 1 – Build Out with Priority Signs

A build out would not give priority to pedestrians crossing Lower Road although it would reduce the width of road to be crossed and there would only be traffic coming from one direction at any one time.

However, pedestrians, especially young people, could find it confusing to work out which way vehicles may be coming from.

3.2 Currently when vehicles park in Lower Road, traffic is forced to give-way to oncoming traffic and queues build up, resulting in significant delays. The construction of a kerb build-out as in option 1 would have a similar impact on traffic flow.

3.3 Option 2 – Puffin Crossing

Previous concerns that land take from residential properties would be necessary and that minimum footway widths could not be achieved have been addressed in option 2. However, the concern remains that the signal equipment could be considered visually intrusive by local residents.

3.4 Option 3 – Zebra Crossing

Department of Transport guidance states that zebra crossings should not be installed on roads with an 85th percentile speed of 35mph or above. A speed survey was carried out on 25 July 2012 over two time periods (9.05 to 10.30am and 11.35 to 12.45am), the results of which are summarised below.

Direction	Time	Mean (mph)	85th %ile (mph)
Eastbound (from Guildford)	09.05 – 10.30	30.41	34
	11.35 – 12.45	31.16	35
Westbound (from Leatherhead)	09.05 – 10.30	30.54	33
	11.35 – 12.45	30.8	34

3.5 The recorded 85th percentile speeds are on the threshold of when a zebra crossing can be installed.

3.6 Option 4 - Pedestrian Refuge Island

Whilst a feasible option, a pedestrian refuge island will not give pedestrians any priority when crossing Lower Road. However, it will enable pedestrians to cross the road in two parts, so only having to take into account traffic approaching from one direction at a time.

4 CONSULTATIONS

4.1 The Police have been consulted on the four options and have made the following comments.

4.2 **Option 1 - Build Out with Priority Signs**

This option provides sufficient forward visibility for traffic travelling towards the priority 'Give Way'. However, due to the likely high approach speeds, the Police consider that drivers will commit themselves to the offside of the road some distance from the build out so that they have a straighter line through the hazard. By committing themselves in such a way, the Police feel that they will not be able to be sure that there is no oncoming traffic and head on conflicts will occur. This will be more of an issue when traffic flows are light. Therefore, taking this into account, the Police cannot support this scheme.

4.3 **Option 2 – Puffin Crossing**

Forward visibility is good on this option and the Police have no objections.

4.4 **Option 3 – Zebra Crossing**

Forward visibility is good, but the Police have some concerns over the speed of traffic and if it is high then a zebra crossing would not be appropriate. Following the speed survey, the Police agreed that the speeds are borderline for a zebra but would not object a zebra being introduced.

4.5 **Option 4 - Pedestrian Refuge Island**

Visibility to the right when crossing from the southern footway is reduced, but it is still sufficient. This is a straightforward scheme and the Police have no adverse comment to make other than it may not give the necessary assistance to pedestrians. The Police feel that a pedestrian refuge would be the most appropriate scheme at this location.

4.6 No consultation has been carried out with local residents or other interested parties to date. None of the options have been the subject of a Road Safety Audit at this stage.

5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

5.1 Costs have been estimated for each of the options, as given below. No allowance has been made at this stage for any statutory undertakers' apparatus that may require diversion/protection or alterations to the existing street lighting at the revised crossing point.

Option 1	Kerb build-out	£14,485
Option 2	Puffin crossing	£124,690
Option 3	Zebra crossing	£79,690
Option 4	Pedestrian refuge island	£125,565

- 5.2 Local Committee allocated £5,000 from its 2012/13 Integrated Transport Schemes budget in March 2012 for feasibility design in Lower Road, Bookham. Further funding would need to be identified and approved if a scheme for Lower Road is agreed by Local Committee for implementation.

6 EQUALITIES AND DIVERSITY IMPLICATIONS

- 6.1 The Highway Service is mindful of its needs within this area and attempts to treat all users of the public highway with equality and understanding. The provision of crossing facilities is of particular benefit to young and elderly pedestrians.

7 CRIME AND DISORDER IMPLICATIONS

- 7.1 A well managed highway network can reduce fear of crime and allow the Police greater opportunity to carry out their enforcement duties.

8 CONCLUSION AND RECOMMENDATIONS

- 8.1 A number of options have been developed to improve safety for pedestrians crossing Lower Road between the Middlemead estate and the Recreation Ground. Taking into account the comments of the Police, it is recommended that no further work is undertaken on option1, the provision of a build-out with priority signs.
- 8.2 The other three options (Puffin crossing, Zebra crossing and pedestrian refuge) are all feasible if carriageway widening of the southern verge is carried out. These options all improve facilities for pedestrians crossing Lower Road although to varying degrees and with different impacts on local residents, particularly those directly affected by the proposals.
- 8.3 It is recommended that consultation is carried out with local residents. The Local Committee is asked to decide on which option(s) they wish to consult from options 2 (Puffin crossing), 3 (Zebra crossing) and 4 (pedestrian refuge).

9 REASONS FOR RECOMMENDATIONS

- 9.1 Options 2 (Puffin crossing), 3 (Zebra crossing) and 4 (pedestrian refuge) are all feasible. The views of local residents affected by the proposals have not yet been sought. Consultation will assist Local Committee in deciding whether to proceed with a scheme to improve pedestrian crossing facilities in Lower Road, Bookham, subject to funding being made available.

10 WHAT HAPPENS NEXT

10.1 Consultation will be carried out with local residents and other interested parties. Stage 1 (Feasibility) Road Safety Audits will be carried out on the options taken forward for public consultation. The results of the consultation and the findings of the Road Safety Audits will be presented in a report to a future meeting of the Local Committee.

LEAD OFFICER: John Lawlor, Area Team Manager South East

TELEPHONE NUMBER: 03456 009 009

E-MAIL: highways@surreycc.gov.uk

CONTACT OFFICER: Anita Guy, Senior Engineer

TELEPHONE NUMBER: 03456 009 009

E-MAIL: highways@surreycc.gov.uk

BACKGROUND PAPERS: Petition Report - Local Committee 24 June 2009
Member Question – Local Committee 8 June 2011
Report to Local Committee – 14 September 2011

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