



**OFFICER REPORT TO LOCAL COMMITTEE
(RUNNYMEDE)**

**GREEN LANE, ADDLESTONE
PROPOSED NEW PUFFIN CROSSING
5 OCTOBER 2007**

KEY ISSUE

To provide improved crossing facilities on Green Lane, Addlestone.

SUMMARY

The introduction of a “Puffin” controlled crossing on Green Lane, near to the junction with Marsh Lane.

ELECTORAL DIVISION AND MEMBER

Addlestone – Mr Terry Dicks

OFFICER RECOMMENDATION

The Local Committee (Runnymede) is asked to agree that:

- a) **The proposals for a controlled crossing as detailed in option 2 (drawing ref 3844-02) be approved for construction in 2008/09.**
- b) **the Local Highway Manager be authorised to advertise the necessary legal notice for the introduction of a signal controlled crossing.**

1. Introduction and background

- 1.1 At the 2006 Members' tour, consideration was given to introducing a controlled crossing on Green Lane, near the vicinity of the shops. Members agreed to add it to the forward works programme. This was formally endorsed at the September 2006 meeting of the Local Committee.
- 1.2 Over the years, there have been a number of requests from local residents to improve crossing facilities on this road. There is considerable pedestrian footfall. This consists of residents wishing to access the shops, and pupils walking to the nearby Jubilee High secondary school.
- 1.3 The road is currently subject to a 30mph speed limit. Officers receive regular complaints of speeding vehicles. An additional benefit to a controlled crossing is that they are proven to act as a speed-reducing feature.
- 1.4 A detailed feasibility study has been completed by Officers. This concludes that the site promoted in this report is suitable for a puffin crossing.

2. Analysis

- 2.1 Speed surveys have been carried out, which have confirmed that the actual speeds are fairly compliant with the posted speed limit. The 85th percentile speed is between 31 to 32mph, in either direction. However, it is accepted due to the volumes of traffic, crossing the road can be problematic at peak times.
- 2.2 There have been two injury accidents near this site in the past three years. This includes a fatality, which involved a pedestrian crossing the road.
- 2.4 The introduction of a puffin crossing will improve crossing facilities for all, and contribute in a small part to reducing vehicle speeds.

3. Options

- 3.1 As part of the feasibility study, two sites on Green Lane were considered.
- 3.2 Option 1 (Drawing 3844-01) - outside the shops numbered 47 and 49.

Advantages

- This location is arguably the most desirable for pedestrians. It would provide a controlled crossing immediately in front of the shops.

Disadvantages

- Two bus stops would need to be relocated
- On the northern side of the footway there is a substantial mature tree which impedes visibility for pedestrians
- The necessary signal poles will make it problematic for the occupant of number 56 to use his established vehicular access
- There would be risk of conflict between people wishing to use the crossing and drivers accessing the private forecourt immediately in front of the shops.

- Parking outside of the shops would be prevented on the highway by the need for mandatory zigzag markings required to ensure sightlines are maintained. Experience suggests that this would be highly unpopular with the businesses.

3.2 Option 2 (Drawing 3844-02) – to upgrade the existing central refuge to a puffin crossing.

Advantages:

- There are no driveways which could cause conflict
- There will not be the need to remove parking immediately in front of the shops
- Visibility is excellent, and not impeded by mature trees
- No requirement to relocate bus stops

Disadvantages:

- Not as desirable a location for residents living to the eastern side of the shops

3.3 It is for these reasons that Officers recommend option 2. Drawing 3844-02 in Annex 2 details the proposed location.

4. Consultation

- 4.1 The Divisional Member and Chairman have been provided with a copy of the feasibility report. Copies are available to other Members and the public upon request.
- 4.2 Surrey Police have been consulted and they fully support the proposal for option 2.
- 4.3 If the scheme is approved by this Committee, local residents and businesses will be advised and provided with scheme details.

5. Value for money and financial implications

- 5.1 The estimated cost is £90,000.
- 5.2 Budgetary provision has been made from next year's capital budgets and this scheme is included within the Transportation Update.
- 5.3 The scheme will be designed and constructed by the County Councils partner constructor, Ringway.

6. Equality and diversity implications

- 6.1 None

7. Crime and disorder implications

7.1 None

8. Conclusion and recommendations

8.1 A controlled crossing on Green Lane would improve facilities for pedestrians. The crossing would have no discernible drawbacks, and it is consistent with the objectives of the Local Transport Plan.

8.2 It is recommended that the Committee approve construction, and for the necessary legal processes to be completed.

9. What happens next

9.1 Local residents will be informed, and the scheme will be passed to Ringway for design and construction.

LEAD OFFICER: Richard Bolton, Local Highway Manager

TELEPHONE NUMBER: 08456 009 009

E-MAIL: wah@surreycc.gov.uk

CONTACT OFFICER: Richard Bolton, Local Highway Manager

TELEPHONE NUMBER: 08456 009 009

E-MAIL: wah@surreycc.gov.uk

BACKGROUND PAPERS: None