



OFFICER REPORT TO SCC LOCAL COMMITTEE

<p style="text-align: center;">CHERTSEY LANE, THORPE PROPOSED PEDESTRIAN REFUGE CROSSING 8 FEBRUARY 2008</p>

KEY ISSUE

To provide improved crossing facilities on Chertsey Lane, Thorpe.

SUMMARY

The improvement to a pedestrian refuge island on Chertsey Lane and nearby dropped kerbs, near to Truss's island

ELECTORAL DIVISION AND MEMBER

Egham, Hythe and Thorpe – Mrs Yvonna Lay

OFFICER RECOMMENDATION

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

- a) **The proposals for improving the refuge island and associated kerb build-out as detailed on drawing reference 3777-01 be approved for construction in 2008/09.**

1. Introduction and background

- 1.1 This site was considered at the 2004 Members' tour for crossing improvements. It was later agreed by this Committee that the site be added to the future works programme for further investigation and possible construction.
- 1.2 From initial site observations it is apparent that the pedestrian desire line is near to the shops. There is an existing refuge island but this is substandard, with full face kerbs from one approach. It does not permit wheelchair or cycle access.
- 1.3 There is an existing shared footway / cycleway on the eastern footway. This is a popular leisure route and contributes to increased crossing movements.

2. Analysis

- 2.1 Chertsey Lane is a principal route (A320) and subject to a 40mph speed limit. Surveys in October 2007 revealed that approximately 16,000 vehicles use the road per day, with mean speeds of 33mph northbound and 37mph southbound. This is a significant vehicle flow, with good overall compliance of the speed limit.
- 2.2 Pedestrian crossing counts were undertaken for a period of 12 hours on Thursday 20 September 2007. In the twelve hour period between 0700hrs-1900hrs there were a total of 51 pedestrians who crossed the road in the vicinity of the proposed scheme. While it was dry for the morning, it did drizzle in the afternoon. This may have slightly reduced demand.
- 2.3 Chertsey Lane is served by a number of bus routes, and there is a bus stop by the crossing. Visibility is good, and there is not a requirement to introduce waiting restrictions.

3. Options

- 3.1 As part of the detailed feasibility study various locations were considered for a new refuge island. These were dismissed because of technical difficulties (conflict with existing private accesses and utility apparatus), and the desire line is by the shops. Consideration was given to providing a controlled push button operated crossing in the same location.
- 3.2 Option 1 - upgrading of existing refuge

Advantages

- It will provide a pedestrian refuge island in a desired location which meets modern design standards
- Step free access will be created, enabling Chertsey Lane to be crossed in two separate stages
- The existing bus-stop can remain
- It is relatively inexpensive

Disadvantages

- Pedestrians will not have priority over vehicles, and will have to wait for a suitable crossing opportunity

3.3 Option 2 - new push button controlled crossing (puffin)

Advantages

- Pedestrians will be able to stop vehicular traffic and easily cross the road

Disadvantages

- The cost will be higher at approximately £120,000. Due to the width of the road, it would be necessary to have a staged crossing, hence the higher estimate than that for a typical puffin
- Mandatory zig-zag markings would be needed to control parking
- The existing bus stop would need to be relocated

3.4 There is a pedestrian demand to cross the road. It is a demand consistent with the environment and not comparable to that in a town centre. It is for this and the reasons above that Officers recommend upgrading the pedestrian refuge island as detailed on plan 3777-01 within Annex **1** rather than a new puffin crossing.

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.
- 4.3 If this Committee approves the scheme, local residents and businesses will be advised and provided with scheme details.

5. Value for money and financial implications

- 5.1 The estimated construction cost is £22,000.
- 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 Council's 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 An upgraded pedestrian refuge island would improve crossing facilities and it is an appropriate solution for the crossing demand in the area.

9. Reasons for recommendations

9.1 An improved pedestrian refuge island would improve facilities for pedestrians. The crossing would have no discernible drawbacks, and it is consistent with the objectives of the Local Transport Plan.

10. What happens next

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

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BACKGROUND PAPERS: None