



OFFICER REPORT TO SCC LOCAL COMMITTEE

<p>CHILSEY GREEN ROAD, CHERTSEY</p> <p>PROPOSED PEDESTRIAN PUFFIN CROSSING</p> <p>8 FEBRUARY 2008</p>
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KEY ISSUE

To provide improved crossing facilities on Chilsey Green Road and minor junction improvements.

ELECTORAL DIVISION AND MEMBER

Chertsey – Mr Ray Lowther

OFFICER RECOMMENDATION

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

- a) **The proposals for a controlled crossing and minor junction amendments as detailed on drawing ref 3779-01 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, and with the Chairman and Divisional Member consider any comments received in response to the notice.**

1. Introduction and background

- 1.1 Consideration was given at the 2005 Members' tour for improving this junction and general road safety. A feasibility study has now been completed.
- 1.2 The road is subject to a 30mph speed limit, and benefits from two vehicle-activated signs (VAS). These were installed in summer 2002, and were part of the first package of VAS signs installed in Runnymede. Despite these, we do still receive regular complaints about speeding vehicles.
- 1.3 The main road (A320) changes from being named Pycroft Road to Chilsey Green Road at the junction with Cowley Avenue. Pycroft Road then becomes a residential road off of the A320. This is depicted on drawing 3779-01.
- 1.4 A number of pedestrians cross the main road throughout the day, including local children accessing Pycroft Grange School and Chertsey Nursery and Children's Centre.

2. Analysis

- 2.1 Speed surveys were carried out in August 2007. These indicated that the average weekday traffic flow (outside of the school term) is in excess of 17,000 vehicles. The mean speed was recorded as 29mph southbound, and 27mph northbound.
- 2.2 Pedestrian counts were completed in September 2007, during school term time. A total of 470 people crossed the road within a 100 metres of the junction, with approximately 80% crossing at the existing refuge island near to property 1a. There is a school crossing patrol, but outside of operational times pedestrians frequently have to wait for a break in the traffic flow.
- 2.3 Between 2004 and summer 2007 there were a total of six injury accidents at the junction. Two of these involved pedestrians crossing the road.
- 2.4 The topography of the junction makes the turning manoeuvre out of Lasswade Road into Pycroft Road problematic, as there is the risk of conflict with vehicles turning into Pycroft Road from Chilsey Green Road and Pycroft Road (A320).
- 2.5 The introduction of a Puffin crossing to replace the refuge island adjacent to 1a Chilsey Green Road and minor kerb realignment on Pycroft Road with associated hatching will improve crossing facilities for all while contributing to reducing vehicle speeds.

3. Options

- 3.1 The feasibility study provides details of the issues considered.
- 3.2 The proposed solution is the introduction of a Puffin crossing on Chilsey Green Road with hatching for Pycroft Road (minor road) and carriageway narrowing for Pycroft Road (A320). Consideration was given to preventing movements out of Lasswade Drive to minimise potential conflict, but it was concluded that the diversion route would be too extensive and the accident history did not justify the widespread inconvenience this would cause.

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

5. Value for money and financial implications

- 5.1 The estimated construction cost is £100,000.
- 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 A controlled crossing enables people with limited mobility, and people with visual impairments, to cross a busy road safely as well as assisting children.

7. Crime and disorder implications

- 7.1 None

8. Conclusion and recommendations

- 8.1 A controlled crossing on Chilsey Green Road would improve facilities for pedestrians and act as a speed reducing feature. The hatching and kerb realignment will help to guide motorists and assist in minimising collisions.
- 8.2 It is recommend that the Committee approve construction, and for the necessary legal processes to be completed.

9. Reasons for recommendations

- 9.1 These measure will improve crossing facilities and help to minimise accidents at this junction. The proposals are consistent with the objectives of the Local Transport Plan.

10. What happens next

- 10.1 A public notice will be prepared and advertised advising of our intention to install a new controlled pedestrian crossing. Local residents will be advised.
- 10.2 The scheme will be passed to Ringway for detailed design and construction.

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BACKGROUND PAPERS: Chilsey Green Road feasibility study 2007.