



OFFICER REPORT TO LOCAL COMMITTEE
(Surrey Heath)

Church Hill, Camberley
Proposed Pedestrian Crossing

9 July 2009

KEY ISSUE & SUMMARY

To consider the introduction of a pedestrian crossing on Church Hill, Camberley immediately to the west of its junction with Crawley Ridge and up to three traffic islands on Crawley Hill.

OFFICER RECOMMENDATIONS

The Local Committee (Surrey Heath):

- i. Agrees that a pedestrian crossing on Church Hill, Camberley as shown on Drg. No. 79490-05 at Annex A be approved;
- ii. Agrees that the necessary statutory notice for the crossing is advertised and that any maintained objections are reported to a future meeting of the Local Committee for consideration before construction commences;
- iii. Agrees to the development of up to three traffic islands for speed management purposes on Crawley Hill, Camberley in conjunction with the pedestrian crossing scheme.

INTRODUCTION AND BACKGROUND

1. A petition containing 177 signatures requesting a controlled pedestrian crossing on Church Hill near St. Paul's Church was presented to the Local Committee on 26 July 2007. A subsequent report was presented to the committee on 8 November 2007 which indicated that it was not possible to construct a crossing at this location without compromising design sightline standards.
2. The committee resolved that further investigation should be carried out to determine whether a controlled crossing could be provided at an alternative location.

ANALYSIS AND COMMENTARY

3. Safe Routes to School work with Crawley Ridge Infant and Junior Schools identified a desire to introduce a controlled pedestrian crossing on Church Hill/Crawley Hill near its junction with Crawley Ridge. This would make it easier for parents and schoolchildren who live south of the junction to walk to and from the schools in greater safety.

4. Currently these parents and schoolchildren cross Crawley Hill either between Crawley Ridge and Waverley Drive or use the pedestrian refuge located approximately 75 metres further westwards.
5. The report presented to the Local Committee on 8 November 2007 considered locating a controlled pedestrian crossing between Waverley Drive and Crawley Ridge as it would be on the pedestrian desire line but this location did not meet the minimum sightline requirements for vehicles approaching from the east.
6. An alternative location of the controlled crossing which does meet the sightline requirements is shown at Annex A and although further from the pedestrian desire line it is close enough to make the use of the crossing attractive. By building out the kerblines at the junction between Waverley Drive and Grange Road it has been possible to locate the crossing further eastwards so that it is as close to the desire line as possible. This kerb build-out also simplifies the junction between these two roads.
7. To further encourage the use of the new crossing, the existing pedestrian refuge to the west would be modified to remove its crossing points but retained as a traffic island.
8. Crawley Hill between the proposed crossing and its junction with the A325 has previously been included in the speed poster campaign and is currently served by an active community speed watch. During the three-year period between 1st April 2006 and 31st March 2009 there were three personal injury collisions on this length of road, at least two of which highlight inappropriate speed as a contributory factor. To assist further at this location to help reduce vehicle speeds, up to three sites have been identified for the introduction of traffic islands. Along with associated hatched markings these could help assist with speed management. It is suggested that the traffic islands are developed in conjunction with the pedestrian crossing proposal although it is not necessary to provide all three traffic islands. Therefore, subject to approval by the Committee, it is proposed that the traffic islands are taken forward for consultation and dependant on feedback, detailed design.

CONSULTATION

9. The proposed intention to install a pedestrian crossing would require a legal notice to be advertised. No formal consultation is required for the traffic islands but some local consultations would be undertaken.
10. Surrey Police have been consulted and have raised no objection to the principal of a pedestrian crossing on Church Hill.

FINANCIAL IMPLICATIONS

11. The estimated cost of a pedestrian crossing on Church Hill is £130,000. If approved, it is proposed that this is funded from the devolved local transport plan budget and that detailed design is undertaken during the current financial year. Detailed design would help determine a more accurate cost estimate, which could require further budget consideration by the Committee. Construction would be programmed in accordance with member priorities to be next determined in September.
12. The estimated cost of up to three traffic islands and associated road markings is approximately £45,000. Detailed design would again provide more accurate costs but it would not be necessarily essential to provide all three islands. Some

external funding to the value of £4,320 is available as a contribution toward scheme costs.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

13. The introduction of a pedestrian Crossing would enhance accessibility in this location and in particular provide an alternative travel option for pupils to the two Crawley Ridge Schools nearby. Such measures generally encourage people to walk, rather than to drive although it is impossible to predict or assess this effect quantitatively for individual sites.

CRIME & DISORDER IMPLICATIONS

14. There are no direct implications.

EQUALITIES IMPLICATIONS

15. Across the range of transportation issues and problems to be addressed the needs of all highway users require equal consideration. Proposals may benefit a particular group or individuals but it is important to consider and address how one impact may worsen others.

CONCLUSION & REASONS FOR RECOMMENDATIONS

16. The introduction of a pedestrian crossing on Church Hill would make crossing the road easier and support the County Council's Safe Route to Schools initiative.

WHAT HAPPENS NEXT

17. If approved, the consultation and detailed design process can commence and the scheme can be programmed for construction following a member review of priorities. Once sufficiently developed the statutory notice would be advertised.

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BACKGROUND PAPERS:	None

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