



A22 Godstone Road/Maple Road Puffin Crossing, Whyteleafe

22 June 2007

KEY ISSUE

To approve the provision of a new pedestrian crossing facility in Godstone Road, Whyteleafe.

SUMMARY

This report details the outcome of a feasibility study and public consultation to provide a new puffin crossing on Godstone Road near the junction with Maple Road.

The report will recommend that a puffin crossing is installed and seek approval for the proposed location /layout in order that detailed design and statutory procedures can be started.

RECOMMENDATIONS

The Committee is asked to agree:

- (a) that a puffin crossing be installed in Godstone Road, Whyteleafe as shown on the drawing 44559001/001 in Annex A, and
- (b) that the Highways Group Manager (East), in consultation with the Chairman and the local County Member, consider and resolve any representations that are made as a consequence of the statutory advertisement of the crossing.

1 INTRODUCTION and BACKGROUND

- 1.1 In February 2003 the Local Committee considered a report outlining three alternative pedestrian crossing facility proposals on the A22 Godstone Road in the Maple Road area. A pedestrian refuge to the north of the junction with Maple Road was considered to be the most desirable. However, a number of problems were encountered during the detailed design process, namely:
- (a) Vehicles delivering supplies and machines would be parked in close proximity to the crossing on a daily basis. This would make it difficult for pedestrians to cross and may have encouraged northbound traffic the wrong side of the traffic island into the opposing traffic lane.
 - (b) A tanker delivery to the BP Petrol garage could wait on the A22 close to the refuge if there are queues on the garage forecourt. This may have encouraged southbound traffic the wrong side of the traffic island into the opposing traffic lane.
 - (c) The A22 is a regular route for wide loads and the design would need to allow sufficient lateral clearance on one of the traffic lanes. The proposal would, therefore, require minor road widening or the pedestrian refuge to be sub standard in width for this to be achieved.
 - (d) Pedestrian surveys were carried out on 24/05/05 and 22/06/05 over a 12-hour period from 07:00 – 19:00. Please view Annex B.
- 1.2 In light of the problems described above, the following points were considered.
- The A22 is a wide load route – the design must therefore allow appropriate lateral clearance (3.8m) on at least one traffic lane. This is also why a 2-metre-wide pedestrian refuge island was not considered feasible, as the carriageway width is 8 metres, which would only allow 3-metre traffic lanes.
 - There is a shop located within the garage that normally causes a tailback of vehicles. Therefore a proposal for a crossing in the vicinity of the BP petrol station would be compromised by queuing traffic on the road.
 - Opposite the BP petrol station there are a few businesses that require loading / off loading. Installing a crossing in this location would compromise nearby servicing arrangements and have an adverse affect on the businesses.

- There is a bend in the road to the north of the petrol station. A crossing in this location would have substandard visibility as a consequence and require the re-siting of a bus stop.
- The road is wide enough for a pedestrian island south of Maple Road. However, this location is not on the main pedestrian desire line. Residents also park behind the footway in this area and a crossing would prohibit this. Installing a crossing here would not stop the pedestrians from crossing near to where the pathway leads to the bridge about 80 metres away.
- There are numerous dropped kerb crossovers in this area making the siting of a crossing more difficult.

2 PROPOSALS

- 2.1 The most suitable way of providing a pedestrian crossing in this area is to install a Puffin crossing just North of Maple Road as shown on drawing 44559001/001 in Annex A.
- 2.2 This position would be convenient for the footpath over the railway. (36m south of footpath)
- 2.3 There is good visibility in both directions at the proposed location, an average of 75 metres.
- 2.4 At this location (7m north of Maple Road), the Puffin crossing would fit in between two BT boxes, which would not need to be relocated.
- 2.5 An existing drainage gully on the west side of the carriageway would need to be relocated as it may cause a trip hazard.

3 ACCIDENTS

- 3.1 During the period April 2002 to April 2005 there were 3 injury accidents on the A22 from a point 50 metres north of the BP petrol station to approximately 100 metres south of the junction with Maple Road. There have been no accidents involving pedestrians but two accidents have involved vehicle movements into and out of the BP petrol station. Between April 2005 and May 2007 there have been no reported injury accidents.

4 CONSULTATION

- 4.1 A consultation study was undertaken in April 2007. The results prove there is a definite desire for this crossing as soon as possible. Of the residents in the Godstone Road vicinity, an overwhelming 96% were in favour of the scheme going ahead.

- 4.2 The consultation leaflet was sent to Surrey Police, Surrey Fire and Rescue Service, Surrey Ambulance, Routes Data, Road Haulage, RAC, Passenger Transport, the Parish Council, Freight Transport and the residents in and around Maple Rd / Downsday / Maple Close / Hillview and Godstone Road. Of the 205 leaflets delivered, 119 were returned, 114 were for the proposal and 5 were against it.
- 4.3 The comments can be summarised as follows:
- Slow down traffic flow
 - Stop / start motoring causing pollution
 - Want crossing nearer the BP garage
 - Already a crossing 100m from planned location

5 FINANCIAL IMPLICATIONS

- 5.1 The estimated cost of the proposal is £120,000, proposed for funding from the Tandridge Local Transport Plan budget.

6 CONCLUSION

- 6.1 The report recommends that a Puffin crossing should be installed just north of Maple Road, as this is the most suitable location.

Report by: Derek Poole – Local Highways Manager

LEAD OFFICER:	Shaun Adam, Transport Engineer
TELEPHONE NUMBER:	08456 009 009
BACKGROUND PAPERS:	Tandridge Local Committee report February 2003
