



Goldsworth Road – Pedestrian Crossing

22nd January 2002

KEY ISSUE:

This report seeks Committee approval to install a Zebra Crossing at Goldsworth Road adjacent to the Coign Church.

SUMMARY:

Woking Borough Council received a petition to their Economic Programme Board requesting a pedestrian crossing be provided in the area of the Coign Church, to cross Goldsworth Road. Woking Borough Council supported the petition and forwarded it to Surrey County Council for further investigation.

Investigation has shown that there are high levels of vehicle and pedestrian movement at this location and that a pedestrian crossing is justified.

A scheme is proposed in the Local Committee forward programme 2003/04 and beyond as reported to Local Committee on 13th November 2002

CONSULTATIONS:

Public consultation with local business and residential premises within 200 metres of the proposed crossing location met with minimal response but the majority of respondents were in favour of the scheme.

260 residential and business premises were consulted. 13 replies were received, of which 11 were in favour. 1 commented on the scheme without being for or against and 1 was against. Local members were provided with a copy of the consultation documents.

OFFICER RECOMMENDATIONS:

The Committee is asked to agree

- (i) that a zebra crossing on Goldsworth Road, as shown on Drawing No.11384 attached at Annex A, be approved.**

Introduction and Background

1. The Economic Programme Board of Woking Borough Council, on 9th July 2001, considered a petition presented by Mrs Johnson and 50 other persons expressing concern that no crossing facility was available on Goldsworth Road in the area of Coign Church.
2. Woking Borough Council Officers reported that the particular site required detailed investigation to assess the need and suitability of a crossing at this location and resources were not available in that financial year. The Board resolved that the matter be referred to Surrey County Council with a request that an investigation be carried out.
3. Surveys of pedestrian and vehicle movement revealed that a crossing was justified, and that the proposed location was the most appropriate one considering the identified needs of pedestrians and volume of vehicle movement in various directions at this busy junction. The scheme has been the subject of a safety audit which suggested minor changes, now incorporated in the scheme, but had no criticism of the location or the type of crossing.

Analysis and Commentary

Analysis

4. An analysis of vehicle and pedestrian movement was undertaken on a Friday during School term between 0700 and 1900. Vehicle movement was monitored for Goldsworth Road and Church Street West and pedestrians crossing between 77 Goldsworth Road and Church Gate. The results of this survey are reported at Annex B.

Commentary

5. Vehicle movements during the survey period were typically 1050 vehicles per hour with the busiest times being 0800 to 0900 - 1264 per hour and 1700 to 1800 - 1516 per hour. Pedestrian movement peaked between 1200 and 1400 when 30% of the recorded crossings occurred. The remainder of the period showed consistent pedestrian figures for each hour.
6. The choice of a Zebra Crossing is appropriate when considering the location and purpose. It has the advantage over light controlled crossings that vehicles are only stopped while pedestrian(s) are crossing. This also takes account of the varying levels of pedestrian traffic at different times of the day. Whilst the area is complex with a roundabout and a number of junctions in close proximity the siting meets the desire line for the majority of pedestrians as shown in the survey. A similar crossing near Safeway (on Goldsworth Road) has operated without problems since its introduction.
7. A light controlled crossing near the mini-roundabout junction may be confusing for Woking bound motorists, who may mistakenly assume that a green light gives them priority, leading to conflict with other motorists on the roundabout.

8. The speed of vehicles travelling through the roundabout has been criticised by members and the public as the present “flat” central island allows drivers to go straight across the junction. To increase safety and seek greater compliance from drivers this central island will be raised.
9. The proposed scheme is shown on Drawing No.11384 attached at Annex A.

Financial Implications

10. The Implementation Programme for Woking 2003/4, reported to the Local Committee 13th November 2002, included provision of £20,000 for this project.

Sustainable Development Implications

11. There are no Sustainable Development implications

Crime & Disorder Implications

12. There are no Crime and Disorder implications

Equalities Implications

13. There are no Equalities implications

Conclusions and Reasons for Recommendations

14. There is a clear need to provide a pedestrian crossing facility in this area. Whilst road layout at the location is complicated officers are satisfied that safety criteria can be met. A Zebra Crossing will minimise vehicle delay whilst dealing with peaks of pedestrian movement at certain times of the day.

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BACKGROUND PAPERS: Nil

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