



**PELICAN CROSSING –
BREWERY ROAD**

**LOCAL COMMITTEE FOR WOKING
22 OCTOBER 2003**

KEY ISSUE:

This report seeks Committee approval to install a pelican crossing in Brewery Road adjacent to the car park.

SUMMARY:

At their meeting of 12 June the Local Committee allocated funding to install a crossing for pedestrians at this location.

A survey has shown large numbers of pedestrians crossing in both directions throughout the day and a correspondingly high number of vehicles travelling in each direction.

CONSULTATIONS:

Consultation has taken place with residents living in the immediate vicinity of the proposed crossing.

County and Borough Councillors for the area received a presentation on the proposal and support its installation.

The Emergency Services are aware of the proposal and have raised no objection.

Horsell Residents Association was consulted and welcomed the proposal.

OFFICER RECOMMENDATIONS:

The Committee is asked to agree:

that a pelican crossing be constructed on Brewery Road as shown on drawing No. 11594 (attached at Annex A).

INTRODUCTION and BACKGROUND

1. An extensive network of footpaths link various areas of Horsell and residents use these paths to access the town centre. They converge and reach Brewery Road through a single path (Footpath 19) where pedestrians cross to the side of the car park before crossing a canal bridge and pedestrian crossing over Victoria Way giving access to Woking town centre. The proposed location is shown on drawing 11594 Annex B.
2. Surveys of pedestrian and vehicle movement revealed that a crossing was appropriate, and that the proposed location was correct considering the identified needs of pedestrians and volume of vehicle movement.

ANALYSIS AND COMMENTARY

3. An analysis of pedestrian movement was undertaken on Tuesday 17 June 2003. This found that over an 18 hour period between 0700 and 1900 a total of 465 pedestrian movements were recorded North to South and 513 South to North.
4. A breakdown of the survey is at Annex C. Apart from a peak 0730 to 0930 North to South and a reciprocal return peak South to North between 1600 and 1830 crossing movements are fairly constant throughout the period surveyed.
5. Significant numbers of school age children were found to cross Brewery Road at the location but the peaks were reversed with more movements South to North in the morning and North to South in the evening.
6. A survey of vehicle movements has revealed during each 24 hour period 3000 vehicles travel past the location in each direction. The 85 th percentile speed of vehicles was assessed at 34 mph.
7. The choice of a pelican crossing is appropriate when considering the location and purpose. The number and frequency of pedestrians crossing the road when considered with the volume of traffic precludes a Zebra non- controlled crossing being installed. The latter would cause unacceptable vehicle delays but the pelican crossing will provide a balance between the two types of user.
8. Following notification of the scheme to local residents concern was expressed that proximity to their properties would cause disturbance from its audible signals. The crossing will be of the silent type with provision being made for the blind and visually impaired by tactile revolving cone.

9. Whatever the outcome of the current debate about the building of County Hall this facility should still be built. It was originally conceived, before the proposal to re-site Surrey County Council Headquarters, as a facility for the residents of Woking in general and Horsell in particular. Whether County Hall comes to Brewery Road car park or not the demand will still exist. The position of the crossing and the footpaths it would serve are outside the car park and should not be affected by any building within its boundaries.

FINANCIAL IMPLICATIONS

10. The Local Committee allocated £15,000 to this proposal on the basis that a Zebra Crossing would be sufficient. Additional funding will be provided from the Local Transport Plan for the Pelican Crossing at an estimated cost of £40,000.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

11. Provision of this crossing will meet a number of the Local Transport Plan Topic Strategies including Walking, Safe Routes to School, Traffic and Speed Management and Road Safety.

CRIME & DISORDER IMPLICATIONS

12. There are no crime and disorder implications.

EQUALITIES IMPLICATIONS

13. The crossing will have dropped kerbs and tactile paving to assist those with a mobility impairment. It potentially opens the footpath network to this group.

CONCLUSIONS AND REASONS FOR RECOMMENDATIONS

14. There is a proven need to provide a pedestrian crossing facility at this location. The installation of a pelican crossing is appropriate to balance the needs of both pedestrians and vehicle drivers.

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BACKGROUND PAPERS: Nil

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