



PELICAN CROSSING - CHOBHAM ROAD

22 OCTOBER 2003

KEY ISSUE:

This report seeks Committee approval to install a pelican crossing at Chobham Road, Woking.

SUMMARY:

This scheme was deferred from the 2002 – 2003 programme whilst a survey of pedestrian movements on Chobham Road was conducted.

The survey has shown that a significant number of pedestrians wish to cross Chobham Road between Broomhall Lane and The Grove.

A pelican crossing is proposed to provide pedestrians an opportunity to cross Chobham Road when going to or from Woking Town Centre and for users of Wheatsheaf Common.

CONSULTATIONS:

Consultation has taken place with residents living in the immediate vicinity of the proposed crossing. One resident has objected to the proposal.

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

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

Horsell Residents Association was consulted and welcomed the proposal.

Woking Borough Council was consulted as the Chobham Road borders Wheatsheaf Conservation Area.

OFFICER RECOMMENDATIONS:

The Committee is asked to agree:

that a pelican crossing be constructed on Chobham Road as shown on Drawing No. 11595 (attached at Annex A).

INTRODUCTION and BACKGROUND

1. This scheme formed part of the thematic approach in providing comprehensive pedestrian access to and from Woking town centre, following completion of the A320 Victoria Way/Chobham Road reconstruction. The purpose was to provide a safe crossing point for all pedestrians including children going to or from schools in the area. It was delayed from the 2001/02 financial year because of limited resource.
2. The 2002/03 Local Transport Plan included the scheme for construction in the final quarter of that financial year. Following public consultation a survey was ordered to establish the precise volume and preferred crossing points of pedestrians. It was not therefore possible to complete the scheme in that year hence it was carried into the 2003/04 programme.

ANALYSIS AND COMMENTARY

3. A survey of pedestrians was carried out on Tuesday 24 June 2003. Chobham Road between Woodham Road and Brewery Road was divided into five sectors and crossing movements in each recorded. The results are shown below. Overall the number of persons crossing the road throughout the area is high with 664 movements between 0700 and 1900. School age and younger children accounted for 136 of these crossing movements.

	Adult	Children: School age and under	Users with bicycles or prams	Total
Woodham Road to Horsell Rise	47	25	12	84
Horsell Rise to Wheatsheaf Close	34	30	2	66
Wheatsheaf Close to Broomhall Lane	81	10	7	98
Broomhall Lane to Ferndale Road	172	23	6	201
Ferndale Road to Brewery Road	166	36	13	215
Total	500	124	40	664

4. It is significant that almost 2/3 of the observed crossings occur between Broomhall Lane and Brewery Road. The current proposed position offers a balance in the possible positions of the crossing. Whilst the survey shows where persons actually crossed without a crossing, the majority are presumed to be going to or from the town centre. They would now have the opportunity to cross earlier on their journey and thus access the town centre via Victoria Gate or past the Civic Offices. When this facility was first requested by Woking Borough Council an important factor was that it addressed the needs of school age children coming from the east through Wheatsheaf Common to access schools, in particular Woking High School.
5. The proposal was discussed with County and Borough council members for the area. The pedestrian survey had been conducted prior to, and was available for, this meeting. One objection was considered from a resident whose house is directly adjacent to the proposed crossing. This referred to the original proposal postponed whilst the pedestrian survey was conducted. Having considered this objection the position of the crossing has been moved towards the town centre and it will be silent in operation with separate provision made for the blind and visually impaired by tactile revolving cone (location shown at Annex B Drawing No. 11637).
6. The amended proposal was sent to residents immediately affected and a further objection received from the original objector and one other resident in similar terms. In relation to the crossing these letters raised issues already considered by Members at their meeting resulting in a change of crossing position and its silent operation. The objections and response are shown at Annex C.
7. Woking Borough Council (WBC) was consulted as the proposed location borders the Wheatsheaf Conservation Area. It has no observations other than the scheme originated when WBC held the Highway Agency.

FINANCIAL IMPLICATIONS

8. The Local Transport Plan allocated £ 25,000 to provide this facility. Additional funding will be provided from the Plan to provide the crossing at an estimated cost of £ £40,000.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

9. 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

10. There are no crime and disorder implications.

EQUALITIES IMPLICATIONS

11. The crossing will have dropped kerbs and tactile paving to assist those with mobility impairment.

CONCLUSIONS AND REASONS FOR RECOMMENDATIONS

12. The pedestrian survey has revealed that a large number of pedestrians wish to cross Chobham Road, the majority of these between Broomhall Road and Brewery Road. This proposal allows these pedestrians a crossing facility when going to or coming from Woking whilst accommodating those wishing to cross in the area of Wheatsheaf Common.

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BACKGROUND PAPERS: Nil

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