



**CLAREMONT AVENUE – WYCH HILL
LANE
INSTALLATION OF PEDESTRIAN
CROSSING POINT AND CHANGE
OF VEHICLE CONTROL**

**LOCAL COMMITTEE FOR WOKING
26 APRIL 2004**

KEY ISSUE:

This report seeks Committee approval for the installation of a Pedestrian dropped crossing in Claremont Avenue and a change of vehicle control from “Give Way” to “Stop” in Wych Hill Lane

SUMMARY:

There is no Pedestrian crossing point in Claremont Avenue at its junction with Wych Hill Lane and it is desirable that one be installed to assist pedestrians who wish to cross the road.

On occasions drivers travelling down Wych Hill Lane do not comply with the “Give Way” restriction at Claremont Avenue. Changing to “Stop”

signs will emphasise the restriction and lead to greater compliance.

CONSULTATIONS:

County and Borough Councillors for the area and Surrey Police have been informed of this proposal and no objection or comment has been received.

OFFICER RECOMMENDATIONS:

The Committee is asked to agree

- (i) that a dropped crossing is installed in Claremont Avenue as shown at Annex A Drawing 11722**
- (ii) that the current “Give Way” restriction in Wych Hill Lane is changed to “Stop” subject to Government Office for the South East approval.**

INTRODUCTION and BACKGROUND

1. During surveys for the Safe Routes to School Initiative, Officers noticed that no pedestrian dropped crossing facility existed in Claremont Avenue at its junction with Wych Hill Lane.
2. Officers also found that despite a "Give Way" restriction, drivers and riders in Wych Hill Lane were prone to continue across the junction without giving precedence to vehicles having priority in Claremont Avenue.

ANALYSIS AND COMMENTARY

3. Claremont Avenue where it meets Wych Hill Lane has no dropped crossing facility for pedestrians crossing in either direction. On the Western footway they currently have to walk across 3.5 metres of grass verge.
4. A weekday survey of pedestrian movement at this point, between 0700 and 1900, revealed a total of 64 pedestrians crossing in both directions.
5. It is desirable that a dropped crossing is installed, with tactile paving to assist the Mobility Impaired, as shown at Annex A Drawing 11722.
6. Drivers travelling down Wych Hill Lane towards Claremont Avenue are required to "Give Way" to traffic from their left in Claremont Avenue. Officers have observed that a significant number of drivers do not comply with the restriction. It was evident that some drivers approaching the junction from Claremont Avenue are aware of this practice and slow to ensure that they are going to be afforded priority. This may explain why no injury accidents involving failure to Give Way have occurred at the junction in the last 3 years.
7. It is proposed to change the junction control from "Give Way" to "Stop". This will emphasise the fact that drivers in Wych Hill Lane must give precedence to those in Claremont Avenue. Sight lines up Claremont Avenue are only available when at the junction due to high banking on the nearside of Wych Hill Lane. For that reason requiring drivers to stop is more appropriate than the existing control.
8. The Government Office for the South East are required to give approval to this change.

FINANCIAL IMPLICATIONS

9. The provision of a dropped crossing has been allocated £ 5000 in the Local Allocation for 2004/2005.
10. Changing the junction control signs will be funded from the Signs and Aids budget for 2004/2005.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

11. The dropped crossing will improve facilities for pedestrians, including school children, and therefore contribute to the LTP Walking Strategy and Safe Routes to School Programme.

CRIME & DISORDER IMPLICATIONS

12. The change of junction control is expected to reduce the number of drivers failing to comply with the existing restriction, thereby improving road safety.

EQUALITIES IMPLICATIONS

13. This proposal will provide a crossing facility for Mobility Impaired users of Claremont Avenue

CONCLUSIONS AND REASONS FOR RECOMMENDATIONS

14. The survey shows that pedestrians do wish to cross at the location proposed for the dropped crossing. It will be of particular assistance to Wheelchair users, parents with push chairs and the elderly.
15. Whilst no accidents involving failure to "Give Way" have occurred, the danger to road users is apparent when drivers do not comply with the "Give Way" restriction in Wych Hill Lane. A change to the more restrictive "Stop" control will emphasise the nature of the junction and lead to greater compliance.

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BACKGROUND PAPERS: Nil

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