



**PELICAN CROSSING – A 3046
CHOBHAM ROAD**

**LOCAL COMMITTEE FOR WOKING
26 APRIL 2004**

KEY ISSUE:

This report seeks Committee approval to install a Pelican Crossing at Chobham Road, Woking.

SUMMARY:

The Committee received a report at its meeting on 22 October 2003 recommending that a Pelican Crossing be placed in Chobham Road, Woking immediately South of Broomhall Lane – copy report at Annex C.

Members deferred a decision asking officers to undertake further survey work on the need for and positioning of the proposed crossing.

The survey data has been analysed and the original recommendation for a Pelican Crossing on Chobham Road, immediately South of the junction with Broomhall Lane, is reiterated. Whilst it may be desirable to place a crossing between Brewery Road and Ferndale Road, safety limitations preclude any installation in this area.

CONSULTATIONS:

Consultations were undertaken for the Committee report of 22 October 2003. They are replicated here:-

“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 11595 (attached at Annex A).

INTRODUCTION and BACKGROUND

1. This matter originated in 1999 when the Highway Agency was with Woking Borough Council. It was thought desirable that a Pedestrian Crossing be provided on Chobham Road between Brewery Road and Ferndale Road. The scheme was carried forward year on year and last came before the Local Committee on 22 October 2003.
2. The paper presented to the Local Committee on that occasion is still relevant and Members of the Committee are invited to read its contents at Annex C.
3. Extract from minutes of Local Committee for Woking 22 October 2003:

“.....It was noted that residents had renewed objections to the siting of the proposed crossing. A number of members of the Committee also felt that the siting of the crossing might be wrong.

RESOLVED

Members deferred the decision and asked officers to do further survey work regarding the need for and positioning of the proposed crossing and come back to Committee in April 2004 with proposals.”

ANALYSIS AND COMMENTARY

4. Further surveying was carried out on Tuesday 31 March 2004 between 0700 and 1900. It concentrated on two sectors from the previous survey on 24 June 2003. Rather than record all crossing movements within the sector, as occurred in the original survey, only those pedestrians originating from a road or premises in that sector, then crossing Chobham Road, were counted. Members requested the new surveys to gauge the number of pedestrians entering a particular sector from the West or East and then crossing Chobham Road rather than walking through the area to or from the Town Centre.
 - a. From the junction with Ferndale Road to Brewery Road 180 persons (21 of school age) crossed West to East and 107 (18 of school age) East to West.
 - b. From the junction with Ferndale Road to Broomhall Lane 34 persons (8 of school age) crossed West to East and 41 (7 of school age) East to West.
 - c. A separate count was taken of additional persons who entered or left the area described at b. through the Wheatsheaf Recreation Ground then crossing Chobham Road. 26 persons (7 of school age) entered and 32 persons (9 of school age) left the recreation ground.

- d. A further count was taken of persons entering or leaving the area at b. through Footpath 405, which runs, between the Shaw Family Centre and recreation ground, then crossing Chobham Road. 25 persons (2 of school age) left the footpath and 13 (2 of school age) entered the footpath.
5. The original proposal in 1999 intended that a Crossing should be sited between Brewery Road and Ferndale Road. Subsequently a Woking Member raised the issue of school age children walking across the Wheatsheaf Common on their way to or from school. No surveys were conducted of pedestrian movement before those completed for the Local Committee on Tuesday 24 June 2003. Some of the previous assertions as to pedestrian movements, in particular school age pupil movement, could be considered anecdotal. The survey results clearly show that this does not occur, as suggested, across Wheatsheaf Common
6. Both surveys have shown that a large number of pedestrians wish to cross Chobham Road between Broomhall Lane and Brewery Road. The recent survey has revealed that a significant number of those crossing between Ferndale Road and Brewery Road originated in that area, in particular from Brewery Road. Analysis of movement to or from Wheatsheaf Common and through Footpath 405 does not support the previous assertion that they are widely used routes for school age children going to or from schools in the area. Of the 20 movements recorded in this category, none were before 1200 then random distribution occurred up to 1900.
7. The original survey recorded 215 pedestrians crossing between Ferndale Road and Brewery Road and the recent survey 287 pedestrians crossing whilst excluding those entering the area from the North or South of Chobham Road. However desirable it may be to site a Pedestrian Crossing in this area it would not be possible due to the position of vehicle crossings and trees on the Western footway and the inadequate footway width on the Eastern side. The minimum width of footway required to accommodate a crossing is 2 metres. This allows for installation of signal poles with Pedestrian push button control and would leave sufficient, if not ideal remaining width of footway, for wheel chair users and parents with push chairs.
8. On the Western footway two large trees close to the junction with Brewery Road, and their attendant extended root system, would not allow construction in that part of the footway. The property Essendene, which is divided into 7 flats, has a 4.2 metre entrance and Derwent House a 3.5 metre entrance. Any proposed installation at this point is likely to fail a safety audit with concerns about vehicles turning in and out of the properties. The Eastern footway is a maximum of 1.9 metres wide through its length. At the junction with Ferndale Road it is 1.6 metres wide and at its junction with The Grove 1.4 metres wide (Drawing 11742 Annex B).

9. Survey results demonstrate a strong Pedestrian desire to cross the A3046 Chobham Road either between Broomhall Road/Ferndale Road and/or Ferndale Road/Brewery Road. The installation of a crossing between Ferndale Road and Brewery Road is significantly constrained by the physical characteristics and layout of the footways and vehicle crossings in the vicinity and will create safety problems. The installation of a controlled crossing between Broomhall Road and Ferndale Road is achievable and remains desirable from the survey information obtained on both 24 June 2003 and 31 March 2004. The original survey recorded 201 pedestrians crossing Chobham Road between Broomhall Lane and Ferndale Road and the later survey 171 whilst excluding those who entered the area from the North or South. In addition the original survey revealed 248 pedestrians crossing between Woodham Road and Broomhall Lane who may, depending on their intended route, be able to use the proposed crossing.
10. The Officer recommendation to the Committee at its meeting on 22 October 2003 is therefore reiterated in this report, i.e. to construct a Pelican Crossing just South of Broomhall Road as shown on Diagram 11595 (Annex A).

FINANCIAL IMPLICATIONS

11. The scheme was previously allocated £45,000 from the Local Transport Plan Implementation Programme for 2003/2004, funding from the 2004/2005 programme would need to be evaluated.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

12. Provision of this crossing will support the Walking Topic Strategy.

CRIME & DISORDER IMPLICATIONS

13. There are no Crime and Disorder implications.

EQUALITIES IMPLICATIONS

13. The crossing will have dropped kerbs and tactile paving to assist the mobility impaired.

CONCLUSIONS AND REASONS FOR RECOMMENDATIONS

14. The proposed site for a crossing would provide a large number of pedestrians the opportunity to safely cross A 3046 Chobham Road. It is recognised that an argument can be made for a crossing to be placed between Brewery Road and Ferndale Road. Whilst it may be desirable safety limitations preclude any installation in this area.
15. Officers' were tasked with finding an appropriate position for a pedestrian

crossing on Chobham Road and having considered the new survey data have no reason to amend their previous recommendation that a Pelican Crossing is constructed as shown in Drawing 11595.

Report by: Stephen Child, Local Transportation Director, Woking

LEAD/CONTACT OFFICER: David Durrant

TELEPHONE NUMBER: 01483 518300

BACKGROUND PAPERS: Nil

Version No. Two Date: 07.04.04 Initials: DD No of annexes: Two