



SHEERWATER ROAD PEDESTRIAN CROSSING

**LOCAL COMMITTEE (WOKING)
15 JUNE 2006**

KEY ISSUE:

To consider proposals to introduce a controlled pedestrian crossing on A245 Sheerwater Road, Sheerwater and improve pedestrian facilities at the signalised junction of Sheerwater Road and Albert Drive.

SUMMARY:

In response to residents' and Members' concerns about pedestrian safety on Sheerwater Road in the vicinity of Silver Birch Close and the Basingstoke Canal, Officers have investigated the need for improved pedestrian facilities.

Rather than constructing a pedestrian bridge over the canal immediately to the north-east of the existing road bridge, it is proposed to introduce a controlled pedestrian crossing on Sheerwater Road and to improve pedestrian crossing facilities at the signalised junction of Sheerwater Road and Albert Drive.

Enhanced crossing facilities will benefit a greater number of people than would a pedestrian bridge, which would not provide a safe crossing of the road.

CONSULTATIONS:

Chair of Local Committee, Surrey Police. Outline proposals have been sent to the residents closest to the proposed crossing location.

OFFICER RECOMMENDATIONS:

The Committee is asked to agree;

- (i) to construct a pelican crossing on A245 Sheerwater Road near its junction with Silver Birch Close as shown on Drawing No. 12190,**
- (ii) that the necessary Notice under Section 23 of the Road Traffic Regulation Act 1984, advertising the Council's intent to construct the crossing, be published, and**
- (iii) to provide additional pedestrian facilities at the existing signalised junction of A245 Sheerwater Road and Albert Drive as shown on Drawing No. 12191.**

INTRODUCTION and BACKGROUND

1. For several years, Members and residents have expressed concern over the lack of pedestrian facilities on Sheerwater Road and in particular, the lack of footway on the West Byfleet side of the road as it crosses over the Basingstoke Canal.
2. It was known, as a result of the A245 Corridor Study carried out in 2002, that there were movements to and from the Sheerwater side of the road by pupils of the Fullbrook School, The Marist School and West Byfleet Infants and Juniors Schools.
3. There have been no recorded personal injury accidents involving pedestrians in this length of Sheerwater Road within the last three years.
4. A location plan, Drawing No. 12220, is attached at Annex A.

ANALYSIS AND COMMENTARY

5. It was clear that the peak flows for pedestrian movements along and across Sheerwater Road between its junctions with Woodham Lane and Albert Drive would occur at the start and end of the school day. Consequently, a survey was undertaken on 23 February 2006 to determine the number of pedestrians who crossed Sheerwater Road in either direction and also how many crossed over the canal via the road bridge, both in the carriageway on the West Byfleet side of the road and on the footway opposite.
6. Although only the school peak periods were surveyed and the cold, inclement weather may have reduced the number of pedestrians, it was seen that significantly more pedestrians crossed over Sheerwater Road than crossed over the canal in the carriageway of the road bridge.
7. The great majority of those pedestrians who crossed over Sheerwater Road appeared to do so because they had an origin on one side of the road and a destination on the other, rather than because they wanted to make use of the footway on the western side to walk over the canal bridge.
8. Many of those crossing the road emerged from the Paxton Gardens area and continued into Silver Birch Close or reverse. There is a footpath at the end of Silver Birch Close that leads into Oak End Way and thence to Fullbrook School; virtually all of the pedestrians seen to take this route were individuals or groups of pupils from that school.
9. The survey results indicate that a pedestrian bridge over the canal would be of benefit to far fewer people than a road crossing. In addition, a bridge would be significantly more expensive and problematic to construct. As well as the expense of the bridge structure, its abutments and supports would be partially, if not wholly, off the highway. A number of trees would probably have to be felled to accommodate it and the approach ramp from the north would compromise access to the adjacent electricity sub-station. The extra burden on structural maintenance budgets was another consideration.

10. Having established that a road crossing would be more beneficial, vehicle speed surveys were undertaken to determine what type of crossing should be employed. The road is not wide enough to accommodate a pedestrian refuge island, and since there is a 30mph speed limit the choice was between a zebra crossing or a pelican crossing.
11. Speed surveys were carried out between 14 and 20 May 2006, during which period, 85th percentile speeds of between 37 and 40mph were recorded. These speeds are too high to safely allow a zebra crossing to be constructed. Such crossings should only be provided in a 30mph speed limit and where vehicle speeds are close to that limit. Consequently, a pelican crossing, which uses signals to control traffic, is the preferred choice. The proposal is shown on Drawing No. 12190 attached at Annex B.
12. It should be noted that of those Fullbrook School students who crossed Sheerwater Road to use Silver Birch Close, the majority crossed at, or very close to, the proposed crossing location, which is therefore on the desire line and therefore likely to be well-used.
13. If anyone who currently crosses over the canal, in the carriageway, uses the proposed crossing they will need to cross back over the road to reach their ultimate destination. The canal towpath offers one option but this is far from ideal as it can be muddy and slippery and some pedestrians may have concerns for their personal safety. It is therefore proposed to enhance the crossing facilities at the existing signalised junction of Sheerwater Road and Albert Drive where there is currently only a controlled pedestrian/cycle facility over Sheerwater Road immediately to the south, between Albert Drive and Woodlands Avenue.
14. There is a triangular island in the mouth of Albert Drive, which forms a left turn sliproad, allowing drivers to turn left out of Albert Drive at any time, provided it is safe to do so.
15. There are generally no problems for pedestrians when crossing over this left turn slip road out of Albert Drive. However, there is no pedestrian facility over the main part of Albert Drive (right turn out and left and right turns in) or across Sheerwater Road from the triangular island.
16. The existing pedestrian/cycle crossing facility allows pedestrians to cross when the traffic signals are all at red. It is proposed to introduce an additional pedestrian facility over the main part of Albert Drive and, from the triangular island, across Sheerwater Road during the same all-red period. The proposal is shown on Drawing No. 12191, attached at Annex C.
17. These extra facilities will not introduce any more delays than already occur. The existing facility over Sheerwater Road will be retained as this allows anyone who has walked along the southern footway of Albert Drive to cross over Sheerwater Road during a single all red phase. Thus pedestrian crossing facilities will be provided across all three arms of the junction. Anyone walking along Sheerwater Road on the West Byfleet side will therefore have the option of crossing the road at a controlled crossing on either side of the canal, rather than walking in the road.

FINANCIAL IMPLICATIONS

16. The proposals are estimated to cost £80,000 and are budgeted for in the 2006/7 programme.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

17. The provision of additional pedestrian facilities is in accordance with the County Council's LTP aims of modal shift and promoting walking. Sheerwater Road presents a potential obstacle that may be dissuading parents and pupils from walking to the schools in the area. It should be noted, however, that there is no record of any collisions involving pedestrians crossing the road in this length of Sheerwater Road.

CRIME & DISORDER IMPLICATIONS

18. Introducing additional crossing points over Sheerwater Road will provide alternatives to the canal towpath, the use of which currently raises personal safety concerns.

EQUALITIES IMPLICATIONS

19. Controlled pedestrian crossings improve accessibility for pedestrians with mobility or visual impairments.

CONCLUSIONS AND REASONS FOR RECOMMENDATIONS

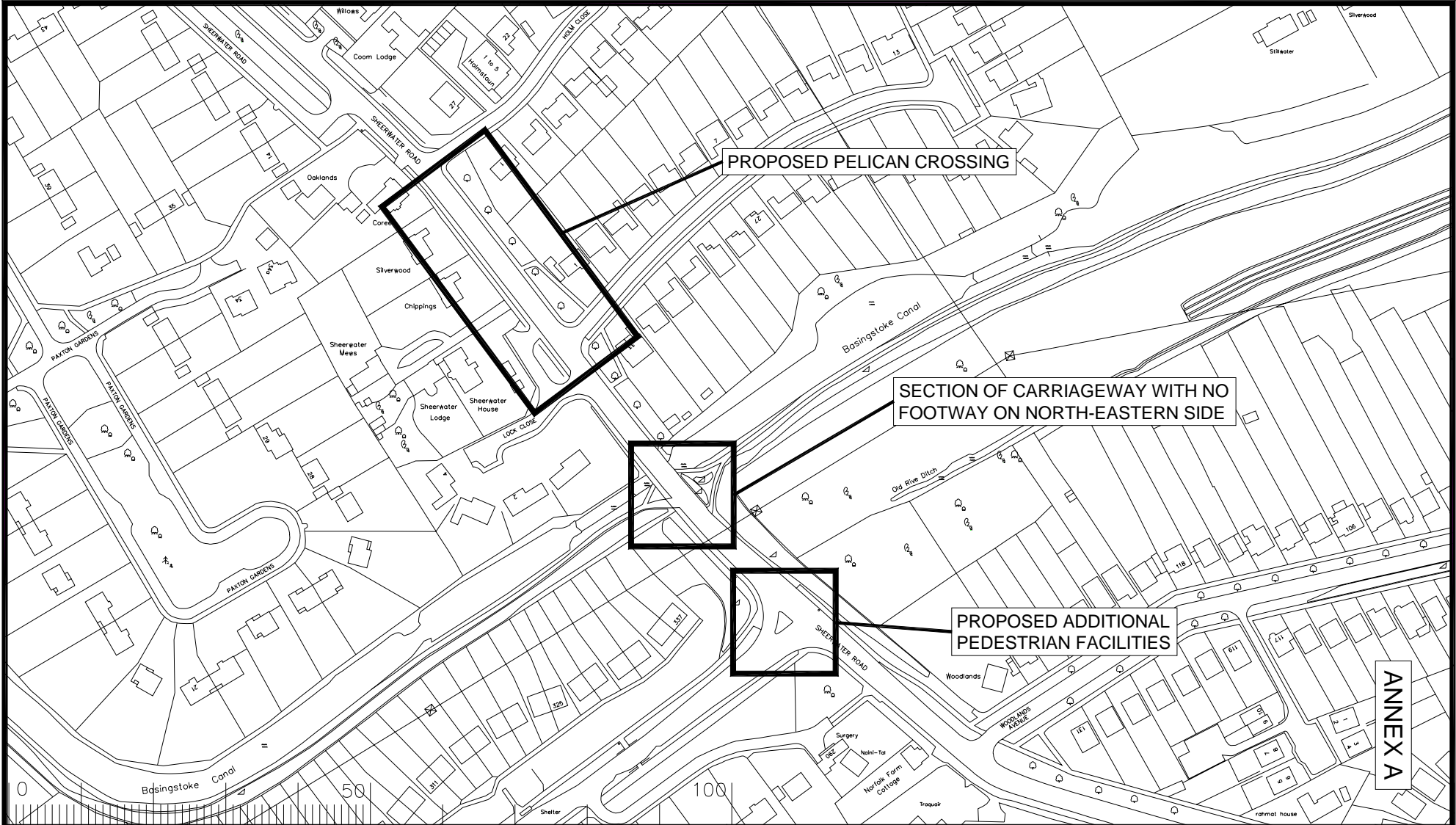
20. There is a lack of pedestrian crossing facilities on the A245 Sheerwater Road between Woodham Lane and Albert Drive.
21. There are concerns about the lack of a footway on the West Byfleet side of Sheerwater Road and requests have been made for a separate pedestrian bridge alongside the road bridge. This would be extremely costly and would give no facility for those wishing to cross over Sheerwater Road, who are actually greater in number.
22. Additional pedestrian facilities are proposed at the existing signalised junction of Sheerwater Road and Albert Drive to allow people to cross back over to the West Byfleet side of Sheerwater Road.

Report by: Peter Alexander, Local Transportation Manager, Woking

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BACKGROUND PAPERS: -

Version No. 3 Date: 31/05/06 Time: 13.15 Initials: KP No of annexes: 3

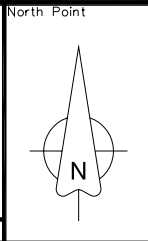
Item 9



ANNEX A

Notes

Scale 1:2000



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Checked by originator	AE	Sig.	Date
Approved by	KP	Sig.	Date
			31/05/06

Project

A245 SHEERWATER ROAD, WOKING

Drawing

AREA OF PROPOSED WORKS

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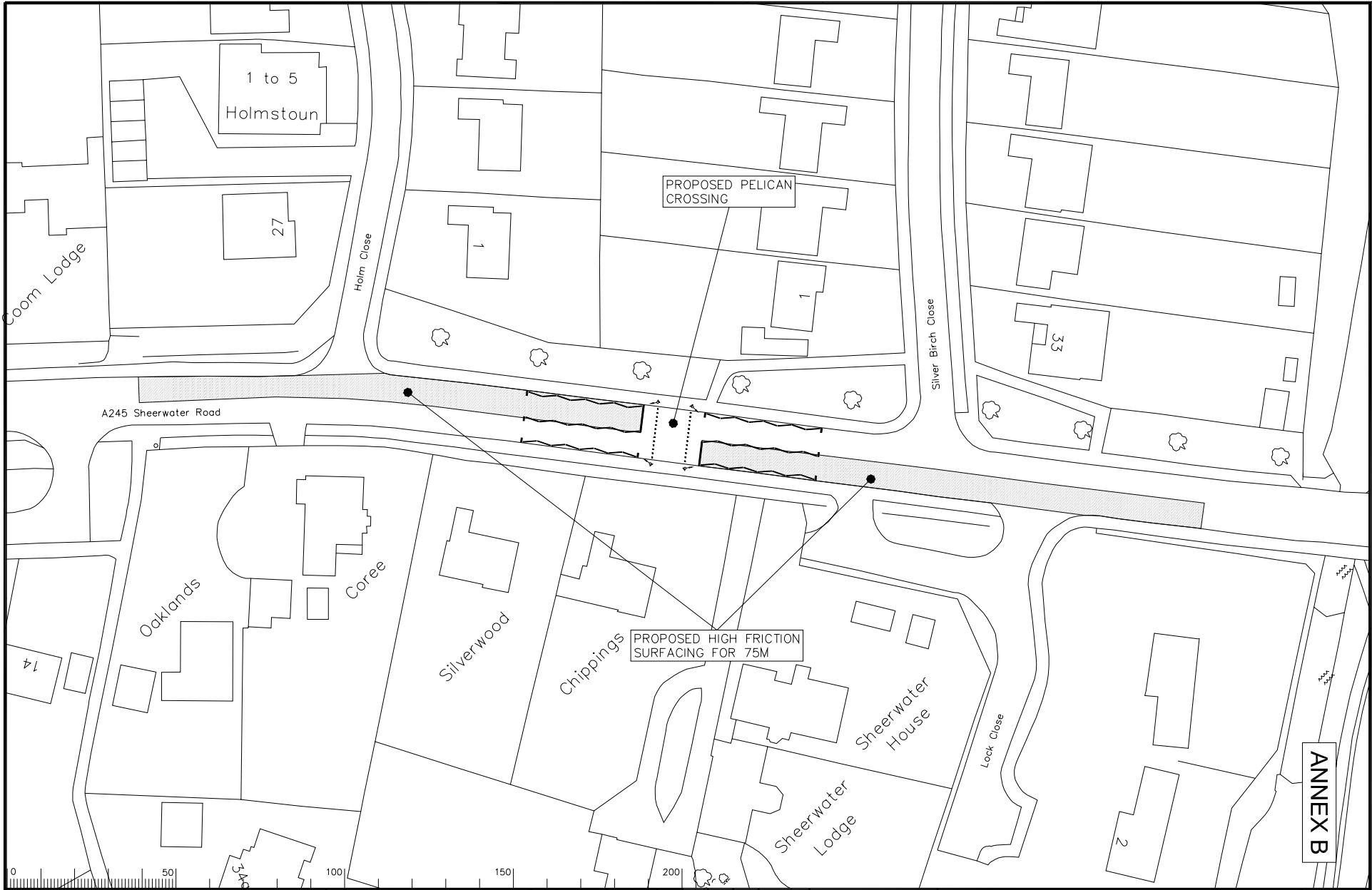
SHEET 1 OF 1

SURREY COUNTY COUNCIL
Sustainable Development

Head of Transportation:
S.J. Lee
BSc(Hons) CDipAF CEng MICE FIHT

Project No.	-
Contract Sheet No.	-
Drawing No.	12220
Rev.	-
Classification	PRESENTATION

Item 9



ANNEX B

Notes
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Rev.	Description	Drawn	Sig.	Date	Chkd	Sig.	Date	Appr.	Sig.	Date	North Point

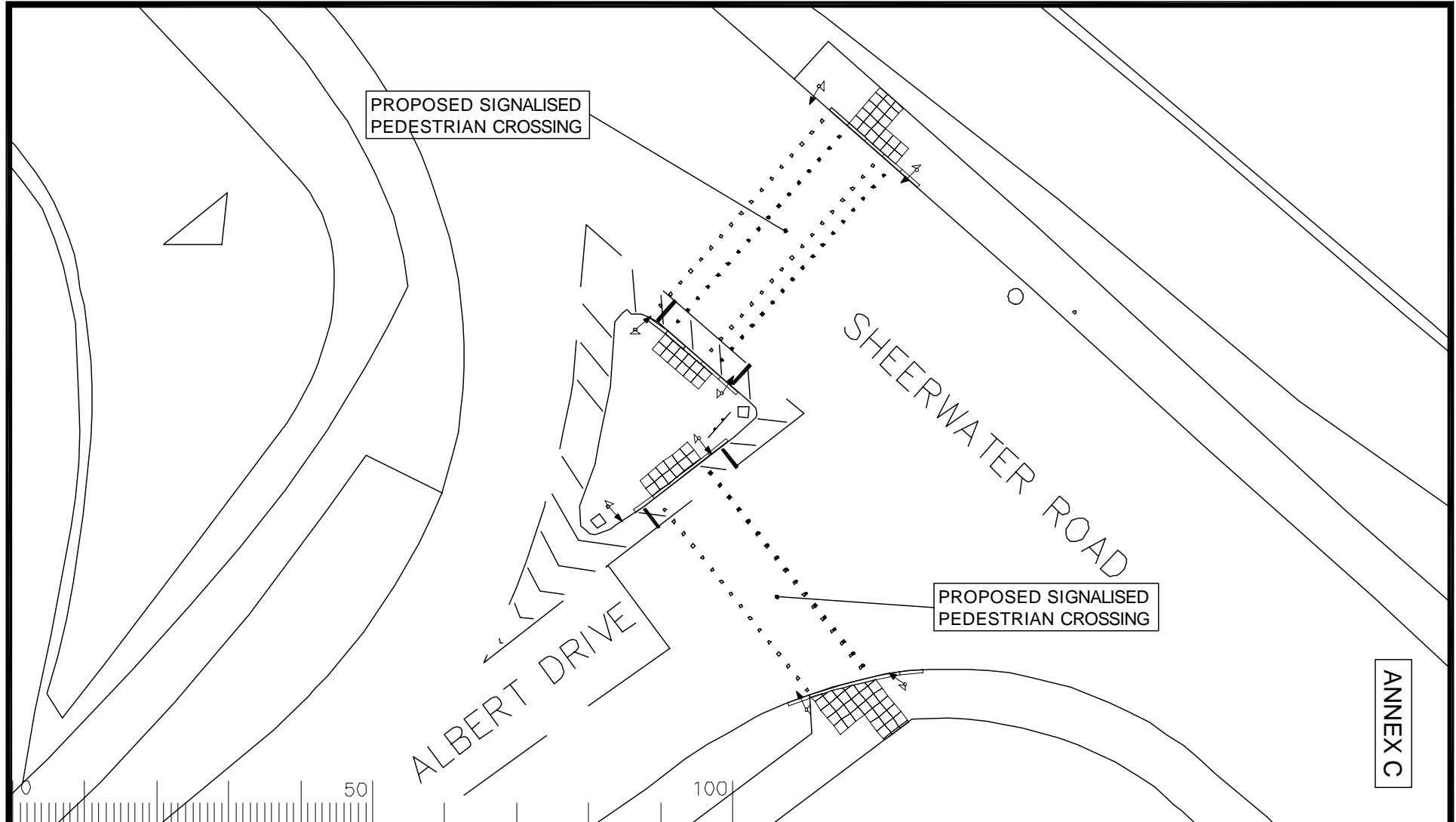
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AE	AE	25/15/16	AE	AE	25/15/16	KP	KP	26/15/16
KP	KP	26/15/16	KP	KP	26/15/16	KP	KP	26/15/16

Project: A245 SHEERWATER ROAD, SHEERWATER
 PROPOSED PELICAN CROSSING
 Drawing: PROPOSED PELICAN CROSSING
 Scale: 1:500

SURREY
 Sustainable Development
 Head Office: Guildford, Surrey GU1 2AA
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Project No.:
 Contract No.:
 Drawing No.: 12191
 Revision: -
 Date Issued: 26/15/16
 Scale: 1:500
 Sheet: 1 of 1
 PRESENTATION

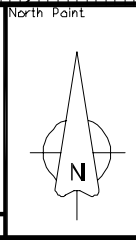
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ANNEX C

Notes

Scale 1:200



North Point

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Approved by	KP	Sig.		Date	31/05/06

Project
A245 SHEERWATER ROAD J/W ALBERT DRIVE,
WOKING

Drawing
ADDITIONAL PEDESTRIAN FACILITIES

File Name: F:\Woking LTS\Sheerwater Road\12191.dwg

SHEET 1 OF 1



Project No.		-
Contract Sheet No.		-
Drawing No.	Rev.	
12191	-	
Classification		PRESENTATION