



Lower Guildford Road / Victoria Road, Knaphill Junction Improvements

**Local Committee (Woking)
28 February 2007**

KEY ISSUE:

To consider proposals to improve the junction of Lower Guildford Road and Victoria Road, Knaphill, particularly with regard to pedestrians.

SUMMARY:

Concerns have been raised about pedestrian safety in the vicinity of the junction of Lower Guildford Road and Victoria Road, Knaphill. Sight lines for drivers emerging from Victoria Road are poor and vehicles turning left into the road from Lower Guildford Road can sometimes do so without slowing down, due to the junction alignment.

The possibilities for carrying out alterations are limited due to the surrounding land use and the presence of vehicle accesses.

CONSULTATIONS:

Outline proposals have been sent to Divisional and Ward Members, Surrey Police and the residents closest to the junction proposed crossing location, asking for comments.

OFFICER RECOMMENDATIONS:

The Committee is asked to agree;

- (i) to carry out modifications to the existing kerb line outside and opposite the Khyber Pass restaurant and construct an uncontrolled pedestrian crossing point as shown on drawing No 12327

INTRODUCTION and BACKGROUND

1. The junction of Lower Guildford Road and Victoria Road is a busy junction with the minor road joining the major road at quite a sharp angle. As a consequence, some drivers can experience poor sight lines when exiting Victoria Road. On the north eastern side of the junction there are some commercial premises, Nos 10 – 16 Lower Guildford Road, consisting of an Indian Restaurant, a Chinese Takeaway and a printing company. On the western side of the junction there is the rear, vehicular access to the shops in Anchor Crescent, the pedestrian access to the same shops and the vehicular access to The Anchor public house.
2. As well as being a busy vehicular junction, during school peak periods, a number of school children cross Lower Guildford Road on their way to or from The Winston Churchill School.
3. There have been 3 recorded personal injury collisions in the vicinity of this junction. Only one involved a pedestrian crossing the road and although this is recorded as a serious injury, the description of the incident suggests that the 11-year-old pedestrian suffered just minor cuts. The other collisions appear to be due to driver error and not directly attributable to the junction layout.

ANALYSIS AND COMMENTARY

4. A survey of the junction during a busy morning peak period showed a number of pedestrians crossing Lower Guildford Road to or from either the north or south side of Victoria Road. Virtually all of them made their way to or from the pedestrian access to the shops in Anchor Crescent and they were predominantly pupils of The Winston Churchill School.
5. There was a significant flow of vehicles turning into and out of Victoria Road. Most of the vehicles exiting the road turned right into Lower Guildford Road and most of the vehicles entering turned left from the major road. Given the angle at which the two roads meet, vehicles turning left out and right in use more road space than other manoeuvres. The layout of the junction can cause restricted sightlines, particularly for drivers of vans turning right out of Victoria Road, although most of those observed turned their vehicles square to the give way markings to give themselves a clearer view along Lower Guildford Road.
6. Traffic regularly queues along Lower Guildford Road from the traffic signal junction with Anchor Hill, across the mouth of the junction. On occasions, traffic wishing to turn left into High Street that was held behind ahead or right turning traffic, was seen to mount and drive along the footway in front of The Anchor PH. On one occasion, this took place even though a young pedestrian was waiting to cross the road.
7. A number of cars were observed parked on Victoria Road, in front of the restaurant etc. A vehicle belonging, presumably, to the owner of the takeaway was parked on the wide footway immediately in front of his premises. The vehicles that were parked on the road clearly helped to keep vehicle speeds low as they entered the road and without them the speeds would undoubtedly be higher. Vehicles were also seen to park on

Lower Guildford Road between the vehicular access to Aragon Court / Cleve Court and Victoria Road as their drivers quickly visited the shops in Anchor Crescent.

8. The location is clearly on a desire line for pedestrians wishing to cross the road and it is proposed to carry out some localised kerb realignment and provide a crossing point with dropped kerbs and tactile paving. It is proposed to install several bollards to ensure that vehicles do not drive along the footway. However, it is proposed that this crossing point should be uncontrolled. That is, it will not consist of either a zebra crossing or a signal controlled crossing.
9. Experience gained recently from placing a zebra crossing close to a junction, particularly one where two roads join at an angle such as here, suggests that it would be imprudent to introduce a zebra crossing at this location. In addition to this, the available space at the most desirable location is insufficient to accommodate a zebra crossing. The associated street furniture would interfere with private accesses on both sides of the road but especially on the western side. Due to the existing private accesses along Lower Guildford Road, a crossing would either have to be too far to the south of the desire line to be of use or would be in conflict with the traffic signal junction if moved to the north. Guardrailing could not be used to guide pedestrians to an alternative position because of the gaps that would have to be left for these private accesses, through which pedestrians would undoubtedly cross to get back onto the desire line as quickly as possible.
10. A signal controlled crossing would face the same problems and would have to be linked to the signals at the junction to ensure that any additional delays to traffic were kept to a minimum.
11. It is not proposed to introduce any additional waiting restrictions in front of the restaurant, takeaway and print shop. Some on-street parking here is clearly useful, not only for these premises but also for quick visits to shops in Anchor Crescent. This parking can also be helpful in reducing the speed of vehicles entering Victoria Road.
12. Some of the detection equipment for the traffic signals at the Lower Guildford Road / Anchor Hill junction, may need to be relocated.

FINANCIAL IMPLICATIONS

13. A budget of £4,550 has been allocated for the design of this scheme in the 2007/8 programme, with £26,000 set aside for construction in 2008/9.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

14. The provision of additional pedestrian facilities is in accordance with the County Council's LTP aims of modal shift and promoting walking. Lower Guildford Road presents a potential obstacle that may be dissuading more pupils from walking to the schools in the area. It should be noted, however, that there is only one recorded injury collision involving pedestrians crossing the road at this point on Lower Guildford Road.

CRIME & DISORDER IMPLICATIONS

15. There are no crime and disorder implications.

EQUALITIES IMPLICATIONS

16. Although this crossing will be uncontrolled, it will improve accessibility for pedestrians with mobility impairments.

CONCLUSIONS AND REASONS FOR RECOMMENDATIONS

17. There is no pedestrian crossing facility over Lower Guildford Road at its junction with Victoria Road, despite there clearly being a desire line at this point.

18. Dropped kerbs and bollards to prevent vehicles from driving along the footway will help to formalise this crossing point.

19. A controlled crossing so close to the junction is likely to create greater problems than it would solve, based on recent experience of a similar crossing being introduced in the borough. It is therefore proposed that any facility should be uncontrolled.

20. Maintaining some on-street parking in front of Nos 10 – 16 Lower Guildford Road will help to control vehicle speeds as they enter Victoria Road.

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Accountable: Paul Fishwick, Local Transportation Manager

Background Papers: None

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