



## **OFFICER REPORT TO LOCAL COMMITTEE (WOKING)**

### **DENTON WAY, GOLDSWORTH PARK – CROSSING FACILITY**

**31 OCTOBER 2007**

#### **KEY ISSUE**

To consider a proposal to introduce a signal controlled pedestrian crossing on Denton Way, Goldsworth Park to provide a crossing point to the Goldsworth Park Centre.

#### **SUMMARY**

Goldsworth Park Centre is a focal point within Goldsworth Park. On Bampton Way, there are some existing refuge islands to help pedestrians cross the road to and from the Centre. On Denton Way, there are no crossing facilities at all. A pedestrian survey has shown that many pedestrians cross in the vicinity of the access road into the Centre and it is proposed to construct a Puffin crossing on Denton Way between the this access road and Hamble Close.

#### **OFFICER RECOMMENDATIONS**

**The Local Committee (Woking) is asked to agree that:**

- (i) A Puffin crossing should be constructed on Denton Way, Goldsworth Park, between Hamble Close and the access road into the Goldsworth Park Centre, as outlined on drawing 12484 revision A.**
- (ii) The necessary Notice under Section 23 of The Road Traffic Regulation Act 1984, advertising the Council's intent to construct the crossing be published.**

- (iii) **Any objection(s) will have to be considered by the Chairman of the Local Committee (Woking), the Divisional Member and the Local Highways Manager.**

## **1 INTRODUCTION AND BACKGROUND**

- 1.1 Denton Way is one of the main feeder roads in Goldsworth Park and is used for vehicular and pedestrian access to the Goldsworth Park Centre, which, with its various facilities, is a focal point of the community. The road is also on a bus route and is used by some vehicles servicing the Centre, although the main service area for the Centre is off of Bampton Way and separate from the main car park access.
- 1.2 Although there are footways on both sides of Denton Way, there are no pedestrian crossing facilities, in the vicinity of the Centre, other than two sets of dropped kerbs, one on either side of the access road into the Centre car park. There are, however, pedestrian refuge islands on Bampton Way, which allow that road to be crossed by pedestrians on their way to and from the Centre.

## **2 ANALYSIS**

- 2.1 Denton Way forms a barrier between the Goldsworth Park Centre and the residents living to the south. As has been mentioned, there are no crossing facilities on Denton Way other than two sets of dropped kerbs. Whilst these provide level access, they are uncontrolled and not at all useful to anyone with limited mobility or a visual impairment.
- 2.2 Despite the lack of any controlled crossing, a pedestrian survey carried out in early August 2007 indicated that this length of Denton Way was clearly a popular place to cross, which is not unsurprising given the presence of the access road into the Centre.
- 2.3 The pedestrian survey showed that the numbers of pedestrians crossing between the Centre access road and Hamble Close and between the access road and Bampton Way were fairly evenly split. However, overall, slightly more crossed on the Hamble Close side.
- 2.4 The access road leading into the Centre only has a footway on its western side and vehicles leaving the service station enter the access road on its eastern side.
- 2.5 Whilst Denton Way clearly forms a barrier for residents wishing to access the Centre, there have been no collisions resulting in personal injury involving pedestrians in the last 3 years. Only one collision has occurred along this length of Denton Way in that period of time and this resulted from loss of control of a vehicle in snowy conditions.

### **3 OPTIONS**

- 3.1 Unlike Bampton Way, Denton Way is not wide enough for a pedestrian refuge island to be constructed without widening the road, which might be more expensive than constructing a signal controlled crossing. Although pedestrian refuge islands are useful facilities, they are not as helpful to disabled users as signal controlled crossings.
- 3.2 A controlled crossing is proposed approximately mid-way between the access road and Hamble Close, where overall, more people crossed during the pedestrian survey. A crossing here would allow pedestrians to cross Denton Way on the correct side of the access road to use the existing footway there. The access road is not part of the highway, so we could not construct a footway on its eastern side. In any case, a footway on this side of the access road would be undesirable since vehicles leave the service station on this side and pedestrians using a footway here could potentially come into conflict with them. In addition, a footway on this side of the road would lead into the Centre car park where there are no clearly marked pedestrian routes.
- 3.3 The crossing would be just to the west of the existing dropped kerbs, which will be removed. The similar dropped kerbs between the access road and Bampton Way will also be removed to encourage pedestrians to use the new crossing and it is proposed to erect several lengths of pedestrian guardrail in line with the footpath (Hamble Walk), where it meets Denton Way, to further discourage people from crossing here.
- 3.4 The proposal is shown at Annex A, on drawing Number 12484 rev A.
- 3.5 It should be noted that in the absence of an existing casualty history, there is a chance, statistically, that the construction of this crossing will introduce casualties. This would be true for any type of controlled crossing.

### **4 CONSULTATIONS**

- 4.1 The Divisional and Ward Members have been consulted, along with Surrey Police, the Woking Access Group and the individual establishments within the Goldsworth Park Centre.

### **5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS**

- 5.1 The proposals are estimated to cost approximately £60,000. Only £22,000 has been provisionally allocated for construction during the 2008/09 financial year.
- 5.2 There is already a low casualty history at this location that this proposed scheme could affect. However, with regard to accessibility, inclusiveness and promoting walking, the scheme will represent a very worthwhile improvement.

## **6 EQUALITIES AND DIVERSITY IMPLICATIONS**

- 6.1 This proposal will provide a controlled crossing for all pedestrians and will be particularly beneficial for anyone with limited mobility or a visual impairment.

## **7 CRIME AND DISORDER IMPLICATIONS**

- 7.1 There are no crime and disorder implications.

## **8 CONCLUSION AND RECOMMENDATIONS**

- 8.1 The Goldsworth Park Centre is an important focal point for the local community but Denton Way can form a barrier for pedestrians going to or from the Centre, due to the lack of any controlled crossing facilities.
- 8.2 There have been no recorded pedestrian casualties in this part of Denton Way, although the provision of a controlled crossing will improve accessibility to the Centre for all pedestrians and will be of particular value to disabled users. It is therefore recommended that the proposals shown on drawing 12484 revision A are approved for construction.

## **9 REASONS FOR RECOMMENDATIONS**

- 9.1 The construction of a controlled crossing could introduce casualties at this location, given the lack of an existing casualty history. The construction of an uncontrolled facility such as a pedestrian refuge island might not introduce casualties but would require significant carriageway widening to accommodate an island and still allow large vehicles to pass through and this work might be more expensive than the construction of a signal controlled crossing. A refuge island would not improve accessibility for all pedestrians, which is clearly an important issue so close to such a focal point of the community as the Goldsworth Park Centre. A Puffin crossing would improve accessibility and this is the primary reason for the recommendation of this proposal.

## **10 WHAT HAPPENS NEXT**

- 10.1 At the time of writing this report, it has not been possible to incorporate suggestions resulting from the consultation process. The next stage will be to incorporate any appropriate suggestions and comments and submit the proposal to our Constructer Partner for detailed design. Once this has been done, the proposal to construct the crossing will need to be advertised and any objections will have to be considered by the Chairman of the Local Committee (Woking), the Divisional Member and the Local Highways Manager.

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**BACKGROUND PAPERS:**

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