



OFFICER REPORT TO LOCAL COMMITTEE (WOKING)

LOCKFIELD DRIVE JUNCTION WITH AMSTEL WAY AND DENTON WAY – PROPOSED IMPROVEMENTS TO PEDESTRIAN FACILITIES

31 OCTOBER 2007

KEY ISSUE

To consider a proposal to alter kerblines at the roundabout junction of Lockfield Drive, Amstel Way and Denton Way to reduce the width of some sections of carriageway in order to make it easier for pedestrians to cross Lockfield Drive.

SUMMARY

Many pedestrians, particularly pupils of The Winston Churchill School, have to cross Lockfield Drive on their way between Goldsworth Park and St John's and their desire lines lead them to the roundabout junction of Lockfield Drive, Amstel Way and Denton Way. There are no controlled pedestrian facilities at this roundabout although traffic islands do allow pedestrians to cross half the road at a time. However, the width of road that still has to be crossed can be intimidating given vehicle speeds and available sightlines and this proposal is to reduce some of these widths to make it easier for pedestrians to cross Lockfield Drive.

OFFICER RECOMMENDATIONS

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

- (i) **The proposals shown on drawing 12488 revision A are constructed.**

1 INTRODUCTION AND BACKGROUND

- 1.1 In 2004, Councillor Diana Smith approached Officers with concerns about the safety of pedestrians, particularly school children, when trying to cross Lockfield Drive at its roundabout junction with Amstel Way and Denton Way.
- 1.2 The speed of vehicles coming around the roundabout and exiting towards Woking, combined with restricted sightlines through the central island means that a judgement whether to cross or not has to be made very quickly and this can be quite daunting for younger road users.

2 ANALYSIS

- 2.1 A pedestrian survey was carried out in 2004, shortly after Councillor Smith raised the matter. This confirmed that the location was a popular crossing point and in particular with pupils of The Winston Churchill School. A more recent survey has not been carried out although it is clear that it is as popular now as then.
- 2.2 The main problem area is on the south-eastern arm of the roundabout for pedestrians crossing to or from the Goldsworth Park side of the road to the pedestrian refuge island. There is significantly less of a problem crossing from this refuge island to the St John's side of Lockfield Drive, since the visibility of vehicles approaching from Woking is very good and when traffic is queuing to enter the roundabout, pedestrians can cross in between them, often being signalled to cross by the waiting drivers. This queuing traffic is constrained in a single lane.
- 2.3 There are no controlled crossing points at this roundabout. All crossing movements are by means of refuge islands and whilst these are generally sufficient, the widths of carriageway that need to be crossed, combined with the speeds of vehicles approaching the crossing points mean that crossing can be daunting as decisions have to be made every quickly whether to cross or not.
- 2.4 The situation is compounded on the south-eastern arm of the roundabout where pedestrians' view of vehicles is restricted by the central island of the roundabout and the vegetation on it. The roundabout itself is quite high and the vegetation on it is very dense and well established. This means that these pedestrians have a very short amount of time to make their decision to cross or not.
- 2.5 A recent survey of the speeds of vehicles exiting the roundabout towards Woking has indicated that they are not excessive. This survey could not determine from which direction the vehicles had entered the roundabout. However, it is clear that there is potential for higher entry speeds from the north-western arm of Lockfield Drive and from Denton Way which can tend to carry through to exit, whereas vehicles entering

from Amstel Way lose some of their entry speeds due to the tight right turn they have to make to exit towards Woking.

- 2.6 There have been no reported collisions at the roundabout that have resulted in injury to any pedestrian crossing any of the roads at the junction in the last three years.

3 OPTIONS

- 3.1 It is proposed that some of the kerblines around the roundabout are altered to reduce vehicle entry and exit speeds. A reduction in speed will help pedestrians to cross, as will the narrowing of the carriageway that pedestrians will have to cross.
- 3.2 The proposals are shown at Annex A as drawing 12488 revision A and include a line of verge marker posts to highlight the new kerbline. They may also have the additional effect of reducing vehicle speeds by giving the driver the impression of being slightly closed in. It is proposed that these should be of a rebound type so that if they are hit, they will bounce upright again. In this way, any such hits will not impose a burden on maintenance budgets since the posts will not need to be replaced.
- 3.3 It is not proposed to reduce the vegetation on the central island as had been mooted during previous conversations with Members about this scheme. However, if Members want this vegetation to be removed or reduced, it should be noted that it is extremely dense and well established and it is possible that some of the soil making up the island will also need to be removed to lower the height of the roundabout to improve sightlines. This will drastically alter the appearance of the roundabout, especially if some of the more mature trees are removed. It should not be necessary to remove all of the vegetation.

4 CONSULTATIONS

- 4.1 The Divisional and Ward Members have been consulted, along with Surrey Police and the Woking Access Group.

5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 5.1 The proposals are estimated to cost approximately £20,000. A figure of £26,000 has been provisionally allocated for construction during the 2008/09 financial year.
- 5.2 If Members wish to see the vegetation and height of the roundabout reduced, it is entirely possible that this will cost in the region of £10,000, depending upon the amount of material that will have to be removed.
- 5.3 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, particularly amongst school children, the scheme will represent a very worthwhile improvement.

6 EQUALITIES AND DIVERSITY IMPLICATIONS

- 6.1 The proposal will make it easier for pedestrians to cross Lockfield Drive and will, therefore, improve accessibility between Goldsworth Park and St John's. However, the crossing points will still be uncontrolled and of limited use to some disabled users.

7 CRIME AND DISORDER IMPLICATIONS

- 7.1 There are no crime and disorder implications.

8 CONCLUSION AND RECOMMENDATIONS

- 8.1 The existing road layout at the roundabout junction of Lockfield Drive, Amstel Way and Denton Way can make crossing Lockfield Drive a daunting task, particularly for vulnerable road users.
- 8.2 Vehicle speeds are not particularly high but the perception of high speeds along with restricted sightlines means that a decision to cross or not often has to be made very quickly.
- 8.3 The existing uncontrolled crossing points are generally sufficient. However, the proposals should reduce vehicle entry and exit speeds which, combined with a reduction in the width of carriageway that needs to be crossed will make crossing Lockfield Drive an easier matter.

9 REASONS FOR RECOMMENDATIONS

- 9.1 The proposals will make crossing Lockfield Drive easier and can only help to promote walking between Goldsworth Park and St John's.

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 Constructor 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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