



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

**BARNES WALLIS DRIVE, BROOKLANDS – PROPOSED
PEDESTRIAN CROSSING**

31 OCTOBER 2007

KEY ISSUE

To consider a proposal to replace an existing refuge island with a signal controlled toucan crossing in Barnes Wallis Drive, Brooklands, at its junction with Oyster Lane.

SUMMARY

Barnes Wallis Drive is part of the A318 and forms a barrier to pedestrians wishing to make their way to and from the superstores within the Brooklands Estate. Although there is an existing refuge island at the junction of Barnes Wallis Drive and Oyster Lane, which is shared by pedestrians and cyclists, it only provides an uncontrolled crossing of this busy road.

It is proposed to remove this shared island and replace it with a toucan crossing which will allow pedestrians and cyclists to cross the road under signal control.

OFFICER RECOMMENDATIONS

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

- (i) A Toucan crossing should be constructed on Barnes Wallis Drive, Brooklands, as outlined on drawing 12486 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 The A318 Barnes Wallis Drive is a busy main route between Byfleet and the Brooklands Estate and Chertsey. A lot of traffic comes from further a field, leaving the trunk road network at the A3 junction at Painshill. The road is heavily used by large commercial vehicles making their way to the industrial areas to the south of Byfleet and New Haw Station but the low bridge at the station means that many of these Heavy Goods Vehicles have to return along the road as they are too high to pass under the bridge.
- 1.2 Barnes Wallis Drive separates the main residential area around Oyster Lane and Chertsey Road from the superstores within the Brooklands Estate. By their very nature, these stores generate a large volume of traffic, much of which uses this section of Barnes Wallis Drive.
- 1.3 There is an existing pedestrian and cycle refuge island in Barnes Wallis Drive at its junction with Oyster Lane, which provides an uncontrolled crossing point over the A318.
- 1.4 There has been a desire to provide a controlled crossing on Barnes Wallis Drive for some time and although the road is in Elmbridge Borough, it was always intended to fund such a crossing from the Woking Local Highway Service budget, since the principal users would be Woking Borough residents.

2 ANALYSIS

- 2.1 A recent pedestrian survey demonstrated that whilst the great majority of journeys to the superstores on the Brooklands Estate might be by motor vehicle, there are still a large number of pedestrians and cyclists who make their way to and from the shops.
- 2.2 In the past three years there have been no recorded collisions in the vicinity of the proposed crossing that have resulted in any injury to a pedestrian or cyclist.

3 OPTIONS

- 3.1 There has always been a certain amount of disagreement between the Woking Local Highway Service and the Elmbridge LHS regarding where along Barnes Wallis Drive a crossing should be situated; to the west of the superstores' roundabout or to the east.
- 3.2 The recent survey showed that consistently more pedestrians crossed the road between the superstores' roundabout and Oyster Lane than to the east of the roundabout
- 3.3 The signal controlled crossing was originally considered close to the path that leads off of Barnes Wallis Drive into the Marks and Spencer

car park. This would have required two large directional signs to be relocated in an area where locations for large signs are already limited and the construction of approximately 50 metres of footway alongside the road.

- 3.4 This initial crossing proposal would only have been 55m or so from the existing island and would only have benefited users making their way to and from the stores whereas a controlled crossing in place of the island would also benefit anyone making their way to and from Byfleet and New Haw Station.
- 3.5 This modified proposal is shown at Annex A as drawing 12486 revision A and shows the removal of the wide shared use island. A smaller island might be retained, as shown on this plan, to stop any illegal right turns into Oyster Lane, which, at this point, is a one-way street out onto the A318. However, as a result of a site meeting with Surrey Police, this island may be removed altogether. The current island would not actually physically stop anyone from turning into Oyster Lane and the absence of an island would make for a tidier scheme. The presence of an island close to the crossing might encourage people to stop halfway when crossing and the signs and bollards that would need to remain on any island could conflict with the traffic signal heads. The removal of this island has been included in the consultation papers that have been sent to Members and residents and a decision will be made based on any comments that are received as a result of this process.
- 3.6 At this stage, it has not been decided exactly what to do at the end of Oyster Lane. Views have been expressed in the past about the multitude of cycle related signs in this area and this scheme might afford the opportunity to re-model this area and generally tidy it up. This will obviously be a matter for the detailed design stage but it is possible, for instance, that the narrow cycle lanes might be removed and a single level surface provided with lanes marked with white lines. Narrow cycle lanes with kerbs on each side such as these can become littered with rubbish and debris, yet mechanical sweepers cannot easily sweep them. Some of this debris can cause damage to tyres etc, so their removal might be welcomed by many cycle users.

4 CONSULTATIONS

- 4.1 The Divisional and Ward Members have been consulted, along with Surrey Police and the Woking Access Group. The Woking Cycle Users Group has also been consulted given the nature of the proposal.

5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 5.1 The proposals are estimated to cost approximately £100,000. Only £22,000 has been provisionally allocated for construction during the 2009/10 financial year.

- 5.2 There are a lot of Statutory Undertakers apparatus in this area of the highway and at this stage, it is not known whether any of this will have to be moved. If it does, this could drastically alter the cost of the scheme.
- 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, the scheme will represent a very worthwhile improvement.

6 EQUALITIES AND DIVERSITY IMPLICATIONS

- 6.1 This proposal will provide a controlled crossing for cyclists and pedestrians and will be particularly beneficial for any users 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 Barnes Wallis Drive forms a barrier between the superstores within the Brooklands Estate and the residential area around Oyster Lane and Chertsey Road. It forms part of the A318 and carries a high volume of traffic, including Heavy Goods Vehicles.
- 8.2 There is no controlled crossing over the road, although there is an uncontrolled refuge island that is shared by pedestrians and cyclists.
- 8.3 There have been no recorded pedestrian casualties in this part of Barnes Wallis Drive, although the provision of a toucan crossing in place of the shared use island will improve accessibility to the superstores and railway station for cyclists and pedestrians and will be of particular value to any disabled users. It is therefore recommended that the proposals shown on drawing 12486 revision A are approved for construction, with the caveat that the island may be removed following consultation, as mentioned in paragraph 3.5.

9 REASONS FOR RECOMMENDATIONS

- 9.1 Whilst it would be possible to construct a pedestrian crossing closer to the entrance into the Marks and Spencer car park, this would only be a short distance from the existing shared use island. Such a crossing would not provide a controlled crossing of the road for anyone making their way towards Byfleet and New Haw Station, whereas a toucan crossing in place of the shared use island would benefit users of the station and the superstores.
- 9.2 This proposal will also provide an opportunity to tidy up the end of Oyster Lane where there is currently a whole host of signs and posts,

which have been the cause of some comments and complaints in the past.

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. A similar report to will need to be submitted to the Elmbridge Local Committee. 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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