



OFFICER REPORT TO LOCAL COMMITTEE (WOKING)

PARVIS ROAD JUNCTION WITH OYSTER LANE, BYFLEET – IMPROVED PEDESTRIAN FACILITIES

31 OCTOBER 2007

KEY ISSUE

To consider proposals to carry out significant alterations to the road layout at the roundabout junction of the A245 Parvis Road and Oyster Lane, Byfleet and provide a puffin crossing immediately to the west of the roundabout on an existing pedestrian desire line.

SUMMARY

In early 2005, concerns were expressed again about the safety of pedestrians crossing the A245 Parvis Road, Byfleet at its roundabout junction with Oyster Lane. In response to this, in the autumn of 2005, a system of bolt-down rubber kerbs were installed to reduce carriageway widths and vehicle speeds to make it easier for pedestrians to cross the road. These were only ever intended to be temporary and a permanent scheme to provide a controlled crossing has been proposed for some time. Indeed, as part of the Broadoaks development in West Byfleet, this junction is due to be converted to a signalised junction, a result of which will be significantly improved pedestrian and cycle facilities around the entire junction. It is not clear when this junction improvement will take place as part of Broadoaks, yet the need for improved pedestrian facilities still remains. It is therefore proposed to carry out what will effectively be permanent alterations to the junction to provide a puffin crossing to the west of the junction.

OFFICER RECOMMENDATIONS

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

- (i) The proposed road layout and puffin crossing as outlined on drawing 12490 revision A should be constructed.**
- (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.**

1 INTRODUCTION AND BACKGROUND

- 1.1 For several years there have been concerns about the safety of pedestrians crossing the A245 Parvis Road, Byfleet in the vicinity of its roundabout junction with Oyster Lane.
- 1.2 Parvis Road creates a barrier between the main Byfleet centre and the northern part of the village. Immediately to the west of the roundabout, there is a clear pedestrian desire line, which is used by pedestrians going between the two parts of the community. Many of these are school children, some of who are primary school children with their parents.
- 1.3 This junction is due to be signalised as part of the package of highway works stipulated within the planning permission of the Broadoaks development in West Byfleet. This work will be carried out in "Phase 3" of these highway works, although it is by no means clear when they will be carried out. The signalisation of this junction will provide significantly improved facilities for pedestrians and cyclists around the entire junction.
- 1.4 As a result of a request from Councillor Geoff Marlow, in early 2005 a scheme was developed to install some bolt-down rubber kerbs to reduce carriageway widths, the purpose of which was to lower vehicle entry and exit speeds and shorten the distance that pedestrians need to cross. The vegetation on the roundabout was also cut back to make it easier for pedestrians to see any approaching vehicles and all of these measures have helped to make it easier for pedestrians to cross the road.
- 1.5 These bolt-down kerbs were only ever intended to be a temporary measure and were installed in the autumn of 2005. They have required a lot of maintenance since that time but have made it easier for pedestrians to cross the road, even though the crossing point is uncontrolled.
- 1.6 A 502-signature petition was presented to the 1 February 2006 meeting of this Committee requesting that two pedestrian crossings be provided in Parvis Road. One crossing was requested at the location dealt with by this report and another approximately 100m to the east, where another set of dropped kerbs provide an uncontrolled crossing of the dual carriageway section of Parvis Road.
- 1.7 The only recorded collision at this roundabout that resulted in an injury to a pedestrian trying to cross the road took place in congested traffic conditions after the temporary bolt-down kerbs were installed. The driver of a queuing vehicle beckoned a pedestrian across but the pedestrian was not seen and was struck by a motorcyclist who was overtaking the stationary traffic.

- 1.8 Although the Section 278 Agreement as been signed by the Broadoaks Developer, it is still not clear when the junction will be signalised.

2 ANALYSIS

- 2.1 Before the temporary bolt-down kerbs were introduced, the west-bound approach to this roundabout consisted of two lanes, which flared out to three lanes at the roundabout give way line. A separate left turn lane allowed vehicles to turn towards the main village centre.
- 2.2 The west-bound exit was similarly wide and combined with the wide entry into the roundabout, west-bound vehicle speeds, during free flowing conditions were quite high, although they were never recorded. However, along with the width of carriageway that pedestrians had to cross and the height of the vegetation on the central island of the roundabout, crossing the road was very intimidating, particularly crossing from north to south.
- 2.3 Similarly, the east bound approach was a single lane, flaring out to two at the roundabout give way line. The exit onto the short dual carriageway section of Parvis Road is very wide and these combined to give high through speeds.
- 2.4 Crossing from the north side of Parvis Road to the pedestrian refuge island has never been quite so difficult because of the excellent visibility of approaching vehicles, which in busy periods often queue back from the roundabout, allowing pedestrians to cross between vehicles. Although not always as difficult, crossing this side of Parvis Road could still be intimidating.
- 2.5 Crossing the dual carriageway section of Parvis Road is often less intimidating than crossing immediately to the west of the roundabout. Despite the additional width of carriageway that needs to be crossed, the visibility of approaching traffic is much better. Pedestrians crossing here tend to be making their way to and from the Brooklands estate and is clearly a long way off of the desire line for pedestrians (schoolchildren) making their way along Oyster Lane.
- 2.6 There is an existing zebra crossing adjacent to the roundabout junction of Parvis Road and Chertsey Road. This crossing is within a 40mph limit, and the use of a zebra crossing in such a limit is not recommended. However, the roads at this roundabout are much narrower than at the Oyster Lane junction and the roundabout is significantly smaller and, consequently, vehicle speeds are sufficiently low for this crossing to work adequately well.

3 OPTIONS

- 3.1 Using permanent, concrete kerbs, it is proposed to narrow the carriageway to the west of the roundabout in order to reduce east-bound

vehicle entry speeds and west-bound vehicle exit speeds. This will be similar to what has been done using the temporary kerbs but by reducing the size of the island in this arm of the roundabout, the carriageway can be reduced slightly more to reduce still further the distance that pedestrians have to cross and improve the visibility of the controlled crossing that will be introduced.

- 3.2 It was originally proposed to introduce a zebra crossing, similar to that at the Chertsey Road, subject to the results of a survey of vehicle speeds along Parvis Road. However, the concerns and comments of Surrey Police, Road Safety Audit and the Woking Access Group, have confirmed Officers doubts and a puffin crossing is now proposed rather than a zebra crossing. This revised proposal is shown at Annex A as drawing 12490 revision A.
- 3.3 Given the nature of the road, the more positive control given by a puffin crossing to both pedestrian and motorist will be a benefit to all users but particularly to anyone with limited mobility a visual impairment.
- 3.4 To the east of the roundabout, it is proposed to carry out major kerblines alterations. The current layout with temporary kerbs has the left-hand lane as a dedicated left turn lane into Byfleet but this has caused concern amongst cyclists. Any cyclist wishing to go straight ahead at the roundabout needs to be in the right hand lane and, therefore has to position themselves in the middle of two lanes, which can be un-nerving for the rider. The proposal will see the left turn lane removed, except for left-turning cycles and all traffic will have to use the roundabout, whether it is turning right, going straight ahead or turning left into the village. As well as improving the situation for cyclists, it should reduce the speed of vehicles entering the roundabout.
- 3.5 It is proposed to completely replace the vegetation on the roundabout's central island with ground covering plants that will not grow high. This will give pedestrians a better view of west-bound traffic and likewise, this traffic will have a clearer view of the traffic signals and any pedestrians that are crossing or waiting to cross.

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 £120,000, principally because of the extensive kerblines and drainage alterations that are required. Only £54,500 has been provisionally allocated for construction during the 2008/09 financial year.

- 5.2 In terms of casualty reduction, this proposal represents poor value for money. However, with regard to accessibility, inclusiveness and promoting walking, particularly for school children, it is worthwhile. If the proposals are agreed and constructed, it will remain to be seen how long this crossing is in place before it is removed as part of the Broadoaks junction signalisation works.

6 EQUALITIES AND DIVERSITY IMPLICATIONS

- 6.1 The 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 A245 Parvis Road is a barrier for pedestrians making their way between the main Byfleet village centre and the northern part of the community.
- 8.2 The current temporary kerblines alterations have made using the existing uncontrolled crossing points much easier but a permanent scheme that includes a controlled facility will improve matters further, particularly for any disabled users. It is therefore recommended that the proposals to alter kerblines and introduce a puffin crossing, as shown on drawing 12490 revision A, are approved for construction.

9 REASONS FOR RECOMMENDATIONS

- 9.1 The construction of a puffin crossing will provide a controlled crossing of a main road that severs the Byfleet community. The location is on an existing pedestrian desire line, so it is clear that the crossing will be well used.
- 9.2 Even though it is unclear when this junction will be signalised as part of the Broadoaks development, the demand for such a crossing already exists and it would be a worthwhile exercise to provide for this demand, particularly as the junction works have been proposed for many years and could still be some years away.

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: Petition to Local Committee (Woking) on 1 February 2006

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