



OFFICER REPORT TO LOCAL COMMITTEE (WOKING)

BYFLEET VILLAGE ZEBRA CROSSINGS

20 FEBRUARY 2008

KEY ISSUE

To consider a proposal to construct two zebra crossings on High Road, in Byfleet village.

SUMMARY

As part of Surrey Highways' 5 year rolling programme of new works, two zebra crossings are proposed for High Road Byfleet, one outside the Village Hall and one between Chuters Close and Studland Road. Surveys indicate that these crossings should be well used.

OFFICER RECOMMENDATIONS

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

- (i) the proposed Zebra crossings shown on Drawing Nos. 12587A and 12588A be approved for construction, and
- (ii) that the necessary Notices be published in the local press.
- (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 High Road, just over a kilometre in length, runs through the heart of Byfleet village. (**See Location Plan attached at Annex A**). Frontage development is a mixture predominantly of private houses, shops and restaurants, and there is also a village green and a library. The road forms junctions with the A245 Parvis Road at each end, and to the south is a large area of housing. There is considerable pedestrian activity along the road, but there are no formal pedestrian crossings. However, there are traffic islands located at the High Road/Rectory Lane, High Road/Oyster Lane and High Road/Church Road junctions, which enable pedestrians to cross the road in two stages.
- 1.2 The provision of formal pedestrian crossings where pedestrian movements are highest will improve access between premises on either side of the road and encourage more walking trips to local schools.

2 ANALYSIS

- 2.1 A scheme to provide two formal pedestrian crossings on High Road has been included in the rolling five-year programme for the Woking area for some time, and currently detailed design is programmed to be carried out in 2008/9, with construction following in 2009/10.
- 2.2 A survey of pedestrian activity throughout the length of High Road was carried out on 13 September 2007. Pedestrian crossing movements were counted between 7am and 7pm on the section of High Road between Rectory Lane and Church Road.
- 2.3 No counts were carried out on that section of High Road between Rectory Lane and Parvis Road, due to the difficulty of siting a crossing within this section, and also the fact that there is a traffic island at the southern end of this section, enabling pedestrians to cross in two stages. However, as a result of the consultation exercise, in which several respondents suggested that a crossing was required on this section of road, a further count was carried out in February 2008, the results of which will be given orally at the meeting.
- 2.4 Similarly, no counts were carried out on that section of High Road between Church Road and Parvis Road, as this section of road is purely residential and crossing movements are, from observation, much lower.
- 2.5 The surveys indicate that well over 800 pedestrians cross High Road between Rectory Lane and Oyster Lane daily, evenly distributed along this length, with a further 140 crossing at the traffic island at the eastern end of this section. Similarly, about 750 pedestrians cross High Road between Oyster Lane and Church Road, with a slightly higher concentration of pedestrians on the westernmost half of this section.

- 2.6 The locations of the zebra crossings have been determined with the following points in mind:
- They are in a position where they will be well used, as determined by the surveys
 - They are not directly outside private houses
 - They do not interfere with vehicular accesses
 - They are not close to other existing crossing points
 - Displaced parking is minimised
- 2.7 The proposed crossings are shown on Drawing Nos. 12587A and 12588A, attached at **Annex B**. One is proposed outside the Village Hall, just to the east of Rectory Lane. The other is proposed between Chuters Close and Studland Road, near the Post Office. The surveys indicate that both of these crossings should be well used. As a result of consultation with the Police, it is proposed that the crossing outside the Village Hall be placed on a speed table. (See para. 4.1. below.)
- 2.8 There have been no recorded personal injury collisions at either site within the last three years.

3 OPTIONS

- 3.1 Zebra crossings are not recommended at locations where the 85th percentile speed of traffic is 35mph or above. In these situations pelican or puffin crossings should be introduced instead. Therefore speed surveys were carried out on 3 January 2008. These showed that, at both proposed sites, 85th percentile speeds were below 30mph, and therefore zebra crossings could be safely introduced.

4 CONSULTATIONS

- 4.1 Surrey Police have been consulted and have no objections to the proposals. However, because the crossing outside the Village Hall is located near to a mini-roundabout, they have requested that the crossing be placed on a speed table. Their concern is that, at times when few or no parked vehicles are present, it would be possible for a driver to approach the crossing at speed. Placing the crossing on a speed table will ensure that vehicle approach speeds remain low, even at quiet times.
- 4.2 The Pyrford, Byfleet and West Byfleet Residents' Association and Local Schools have been consulted and as at 1 February 2008 no comments have been received.
- 4.3 Local residents and businesses (about 130 properties) have been consulted. 33 responses were received concerning the crossing outside

the Village Hall. 29 were in favour and four against. 20 responses were received concerning the crossing between Chuters Close and Studland Road. 16 were in favour and 4 against. (as at 1 February 2008).

4.4 Woking Access Group has been consulted and has no objections.

5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

5.1 The sum of £7,000 for detailed design and £60,000 for construction has been included within the five-year programme.

6 EQUALITIES AND DIVERSITY IMPLICATIONS

6.1 The crossings will make crossing the road safer for blind or visually impaired pedestrians, and pedestrians pushing buggies or wheeling cycles.

7 CRIME AND DISORDER IMPLICATIONS

7.1 There are no crime and disorder implications.

8 CONCLUSION AND RECOMMENDATIONS

8.1 There are currently no formal crossing facilities on High Road, Byfleet. Pedestrian surveys have indicated large numbers of pedestrians crossing this road within the centre of the village. The proposals, if implemented, will facilitate crossing movements over High Road, and encourage more walking trips to local schools.

9 WHAT HAPPENS NEXT

9.1 If the Committee agrees that the crossings should be provided, then the scheme will be designed in detail during 2008/09 (subject to funding) and constructed on site during the 2010/11 financial year (subject to funding).

LEAD OFFICER: Paul Fishwick, Local Highways Manager
TELEPHONE NUMBER: 01483 518412
E-MAIL: paul.fishwick@surreycc.gov.uk
CONTACT OFFICER: John Masson, Principal Engineer
TELEPHONE NUMBER: 01483 518314
E-MAIL: john.masson@surreycc.gov.uk
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