



OFFICER REPORT TO LOCAL COMMITTEE (WOKING)

RAGLAN ROAD SAFETY IMPROVEMENTS

20 FEBRUARY 2008

KEY ISSUE

To consider a recommendation not to undertake any further work at the junction of Raglan Road, Victoria Road and Inkerman Way, Hermitage.

SUMMARY

The crossroads junction of Raglan Road, Victoria Road and Inkerman Way is quite a busy junction in terms of both pedestrians and vehicles, particularly at peak periods and because of the proximity of St John's Primary School and the nearby general store. Several years ago, pedestrian refuge islands were constructed on two arms of the crossroads; the narrower arms simply have dropped kerbs on each side of the road. Victoria Road is traffic calmed, although it is not as effective as some traffic calming elsewhere in the Borough and vehicle speeds approaching the crossroads on Raglan Road are appropriate for a 30mph speed limit. The collision history does not suggest that further measures are required and it is recommended that no further action be taken.

OFFICER RECOMMENDATIONS

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

- (i) No further work should be undertaken at the crossroads junction of Raglan Road, Victoria Road and Inkerman Way at the present time.

1 INTRODUCTION AND BACKGROUND

- 1.1 Raglan Road is the main road leading from the A324 Hermitage Road into the housing estate on the former Inkerman Barracks site. Victoria Road is the main road leading to this estate from Knaphill and was traffic calmed almost 15 years ago. These roads meet at a crossroads at the northeast corner of the grounds of St John's Primary School. The Winston Churchill School lies on the other side of Raglan Road. A location plan, drawing 12598, is shown at Annex A.
- 1.2 There are pedestrian refuge islands on two arms of this crossroads junction. One is on the Victoria Road arm and the other is in Raglan Road, on the Hermitage Road side of the crossroads. Raglan Road to the northeast of the crossroads does not form part of the highway. There are good sightlines around this junction.

2 ANALYSIS

- 2.1 Before the construction of the pedestrian refuge island, Raglan Road and Victoria Way formed barriers to pedestrians from the former Inkerman Barracks site that were making their way to and from the primary school, the shop to the southwest of the school and beyond. The islands provide a facility whereby pedestrians can cross the road in two halves rather than in one go. There are dropped kerbs on the remaining arms of the junction but without a centre island.
- 2.2 Since the beginning of 2004, there have been two collisions at this junction that have resulted in personal injuries; three slight injuries in total. Although one involved a young girl, it would seem from the details of the collision report that it is unlikely that any engineering measures would have prevented these incidents. A serious injury resulted in March 2003 and it would appear that it was this incident that prompted the scheme's inclusion in the LTP programme. However, as with the incidents since then, it is unlikely that any engineering measures would have prevented this injury.

3 OPTIONS

- 3.1 The north eastern part of Raglan Road and Inkerman Way are not wide enough to accommodate a central refuge island. This part of Raglan Road is not highway and, in any case, is not wide enough between property boundaries to locally widen the carriageway to provide an island. Inkerman Way is highway and whilst there would be room to locally widen the carriageway to install an island, this would have to be set back, away from the junction. Although this option has not been costed, it is clear that it would be expensive, given the additional work of widening the carriageway. The benefit of such a scheme would be doubtful.

- 3.2 The preferred option is to take no further action at this junction and to delete the scheme from the LTP programme.

4 CONSULTATIONS

- 4.1 The Divisional and Ward Members have been consulted.

5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 5.1 If Members agree with the Officer recommendation, the provisional budget of £4,000 set aside for the design of a scheme in 2008/9 will become available for other schemes within the LTP programme. Similarly, the £20,000 indicative funding requirement set aside for construction can be allocated elsewhere.

6 EQUALITIES AND DIVERSITY IMPLICATIONS

- 6.1 There are no equalities and diversity implications.

7 CRIME AND DISORDER IMPLICATIONS

- 7.1 There are no crime and disorder implications.

8 CONCLUSION AND RECOMMENDATIONS

- 8.1 The crossroads junction of Raglan Road, Victoria Road and Inkerman Way has to be used by any vehicles making their way to and from the housing estate on the former Inkerman Barracks site. Similarly, most pedestrians making their way to and from the estate will use this junction, many crossing a road here. There are pedestrian refuge islands in Victoria Road and in Raglan Road, immediately to the south of the junction.
- 8.2 There have been some personal injury collisions at this junction in the last 3 – 4 years, although the details of these incidents suggest that no engineering measures would have prevented them.
- 8.3 Raglan Road to the northeast of the junction is not highway and as such we could not undertake any work there. Inkerman Way is highway but is not wide enough to accommodate a pedestrian refuge island without undertaking expensive localised carriageway-widening work. The benefit of providing such a refuge is debatable given the non-through nature of the road and the collision history.

9 REASONS FOR RECOMMENDATIONS

- 9.1 The personal injury collisions that have taken place at this junction suggest that they were caused by user inattentiveness rather than anything for which a solution could be engineered. It is therefore recommended that no action is taken at this junction and that the

scheme should be deleted from the LTP programme and the funds that have provisionally been allocated for design and construction should be redirected to the next schemes within the programme as appropriate.

10 WHAT HAPPENS NEXT

10.1 The scheme should be deleted from the Local Transport Plan programme.

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BACKGROUND PAPERS:

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