



**A309 HAMPTON COURT WAY / CIGARETTE ISLAND
HAMPTON COURT**

ROAD SAFETY COMMENTS

MAY 2014

Introduction

Following a request for a Road Safety Audit on the pedestrian crossing location at Cigarette Island, Hampton Court Surrey, KT8 9AE, a site visit and subsequent road safety comments regarding the pedestrian crossing facilities to Cigarette Island are detailed below.

Background

A formal Road Safety Audit (RSA) report has not been issued as there are no formal scheme proposals nor scheme drawings, hence an RSA cannot be conducted in the usual manner.

It should be noted that the Department for Transport definition of a Road Safety Audit, as shown in the Design Manual for Road and Bridges (DMRB) HD19/04, states that a Road Safety Audit is "The evaluation of Highway Improvement Schemes during design and at the end of construction".

The Institution of Highways & Transportation document 'Road Safety Audit' published October 2008 (now the Chartered Institute of Highways & Transportation) defines Road Safety Audit as "a formal, systematic, independent assessment of the potential road safety problems associated with a new road scheme or road improvement scheme."

Road Safety Audits should be conducted on "Highway Improvement Schemes: All works that involve construction of new highway or permanent change to the existing highway layout or features" (HD19/04).

Therefore as there have been no scheme drawings produced to indicate the proposals of a pedestrian crossing, a Road Safety Audit cannot be conducted. Hence this report should be considered as Road Safety comments on a scheme proposal which have no drawings. The scheme 'proposals' are indicative and consist of an assumption of the type and location of a proposed crossing.

It should be noted that the comments included have been produced by SCC's Road Safety Audit team, who between them have over 26 years Road Safety Audit experience and have conducted over 3000 Road Safety Audits.

Indicative scheme proposals

Elmbridge Local Committee Report, dated 24 February 2014, stated that the petitioners requested the provision of "an 'unmanned' pedestrian crossing across Cigarette Island which officers have interpreted this to mean either a Zebra Crossing or a traffic signal controlled crossing".

Therefore it has been assumed that a zebra crossing or a traffic signal controlled crossing is proposed by the petitioners within Cigarette Island directly adjacent to the A309 Hampton Court Way. It has also been assumed that the proposed controlled crossing is to be on the same alignment as the existing uncontrolled crossing (currently comprising of dropped kerbs and tactile paving).

Casualty Data

A review of casualty data at the site indicates that there has been no pedestrian personal injury casualties recorded across the Cigarette Island access during the period 1/1/2000 – 31/3/2014. This shows that crossing Cigarette Island at this point has been comparatively safe for a number of years.

However, with proposed development traffic expected to access Cigarette Island, it is likely that an increase in traffic across this junction will increase the potential for conflict involving pedestrians. As a result of this, recommendations are included in this report to improve the current situation.

Previous Road Safety Audit

A Stage 1 Road Safety Audit was conducted in the vicinity of Hampton Court station during October 2007 using drawing number 6748/06. The proposals included the provision of controlled pedestrian crossings on Hampton Court Way and Creek Road and alterations to the forecourt area of Hampton Court train station, with enhanced access. The proposals also included a small change in the kerb line at Cigarette Island but did not show a controlled pedestrian crossing but appeared to retain the existing uncontrolled crossing. The Stage 1 Road Safety Audit did not recommend a controlled crossing across Cigarette Island. No Stage 2 Road Safety Audit has been conducted since 2007 as there has been no detailed design drawings submitted. No subsequent Stage 1 Road Safety Audit has been conducted on revised feasibility drawings either.

Site observations:

- The existing uncontrolled crossing within Cigarette Island is 2.4 metres wide.
- The existing uncontrolled crossing is indented within Cigarette Island by approximately 2.7 metres from the A309 carriageway.
- The uncontrolled crossing is not used by all pedestrians crossing Cigarette Island, but observations indicate pedestrians cross in-line with the footway passing over Hampton Court Bridge. Hence the uncontrolled crossing is not directly on the existing pedestrian desire line. The existing uncontrolled crossing does give access to pedestrians with a mobility impairment or those with pushchairs.
- Pedestrians crossing from north to south using the existing dropped kerbs at the uncontrolled crossing have restricted visibility of southbound A309 traffic due to the parapet walls of Hampton Court Bridge.

The provision of a proposed controlled crossing (either a zebra crossing or a traffic signal controlled crossing – such as a puffin crossing) is assumed to be located in the same position as the existing uncontrolled crossing.

Safety concerns of the provision of a traffic signal controlled crossing:

- The signal heads of a controlled crossing located within Cigarette Island would not be aligned to face southbound A309 traffic, but to traffic entering or exiting Cigarette Island. Hence traffic on the A309 wishing to enter Cigarette Island, especially those turning left, will have limited awareness of the status of the crossing due to restricted forward visibility.
- Drivers entering Cigarette Island required to stop by a red signal are likely to have to brake late due to the restricted forward visibility of the signal heads. This could result in shunt conflicts on the A309 carriageway, especially the southbound A309 approach.
- Vehicles queuing to enter Cigarette Island, especially southbound A309 traffic, are at risk of shunt conflicts involving following drivers, who are unlikely to expect vehicle queues to generate on the A309 carriageway resulting from traffic wishing to enter a cul-de-sac.
- Drivers entering Cigarette Island not viewing a red signal or not expecting to stop directly upon entry are at risk of violating a red signal, placing pedestrians at risk of conflict.

- Due to the observed number of pedestrians in the vicinity it is likely that pedestrians will cross the Cigarette Island regardless of the status of the controlled crossing (i.e. cross against a red man). Such activity may then also occur at adjacent signal controlled crossings, increasing the risk of conflict involving pedestrians. This is of particular concern due to the likely number of foreign pedestrians in the vicinity due to the proximity of Hampton Court Palace.
- There is insufficient space for a vehicle exiting the A309 to enter Cigarette Island and wait wholly within the Cigarette Island carriageway. Therefore the first vehicle at a proposed stop line is likely to overhang the A309 carriageway and be at risk of conflict involving southbound vehicles.
- It is unclear how or where zig zag markings will be aligned due to the short distance the crossing would be indented from the A309 carriageway.

Safety concerns of the provision of a zebra crossing:

- Vehicles queuing to enter Cigarette Island, especially southbound A309 traffic, are at risk of shunt conflicts involving following drivers, who are unlikely to expect vehicle queues to generate on the A309 carriageway resulting from traffic wishing to enter a cul-de-sac.
- Drivers entering Cigarette Island required to stop by pedestrians crossing a zebra crossing are likely to have to brake late due to the restricted forward visibility of the belisha beacons. This could result in shunt conflicts on the A309 carriageway, especially the southbound A309 approach.
- Drivers entering Cigarette Island not viewing a belisha beacon or not expecting to stop directly upon entry are at risk of conflicting with pedestrians crossing the Cigarette Island carriageway.
- There is insufficient space for a vehicle exiting the A309 to enter Cigarette Island and wait wholly within the Cigarette Island carriageway. Therefore the first vehicle at a proposed stop line is likely to overhang the A309 carriageway and be at risk of conflict involving southbound vehicles.
- It is unclear how or where zig zag markings will be aligned due to the short distance the crossing would be indented from the A309 carriageway.

Recommendations:

- Retain existing uncontrolled crossing.
- However, to improve visibility for and of pedestrians crossing from north to south across Cigarette Island, the indented uncontrolled crossing on the north side of the carriageway could be re-aligned closer to the existing pedestrian desire line, to provide an in-line uncontrolled crossing. This would assist due to the expected increase in traffic accessing Cigarette Island as part of the proposed development works. NB. This would also require the dropped kerbs and tactile paving on both sides of Cigarette Island to be re-aligned.

Photo A below showing existing sightline to the north at the existing crossing point and photo B where an improved sightline to the north could be achieved.

Photo A – from Cigarette Island looking north over Hampton Court Bridge from existing uncontrolled crossing.



Photo B – from Cigarette Island looking north over Hampton Court Bridge from location where most pedestrians cross the carriageway in-line, with improved visibility to the north.



A handwritten signature in black ink, appearing to be 'M. Smith'.

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