

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (ELMBRIDGE)



DATE: 8th DECEMBER 2014
LEAD OFFICER: NICK HEALEY, AREA TEAM MANAGER

SUBJECT: A307 PORTSMOUTH ROAD, POST SCHEME REVIEW

DIVISION: COBHAM

SUMMARY OF ISSUE:
This report updates Members following the removal of the footbridge at Tartar Hill, on the A307 Portsmouth Road, Cobham. A scheme of pedestrian refuge islands was implemented to assist pedestrians in crossing the road.
RECOMMENDATIONS:
Report for information only
REASONS FOR RECOMMENDATIONS:
The removal of the footbridge and introduction of the 3 further pedestrian refuge islands has meant that pedestrians wishing to now cross the road, have further opportunities to cross the road at further locations. The scheme will also have had a speed reducing effect on drivers, reducing the opportunities for overtaking, and creating a sterile hatched central area in the carriageway.

1. INTRODUCTION AND BACKGROUND:

- 1.1 Tartar Hill footbridge was built in 1968, when the route was the A3, however the road was bypassed by the current A3 in 1974/5. The bridge clearance was 5.06m (16'7").
- 1.2 The HGV usage of the road is now considerably reduced to what it was when it was the A3 and the speed limit has also considerably reduced to a 30mph.
- 1.3 However the bridge was hit by an over height vehicle on the 23 January 2012. There were no pedestrians on the bridge at the time but the main span was damaged and had to be removed for safety reasons. Being an old bridge the design was also not Disability Discrimination Act compliant for use by parents with buggies or disabled users.
- 1.4 A report was received by this Committee in June 2012, where it was resolved that 3 further pedestrian refuge islands should be constructed to assist pedestrians in crossing the road, once the bridge was removed.

2. ANALYSIS:

2.1 A pedestrian survey of pedestrians crossing in the vicinity of the bridge was conducted over a ten hour period from 7am till 7pm on the 13/03/2008.

2.2 A total of 227 pedestrians crossed the A307 in the vicinity of the bridge. 35 of those used the bridge, 6 crossed at the northern end of the pedestrian guard railing and 186 crossed in the vicinity of the bus stop near the health centre.

13/03/08	Close to end of guardrail west of footbridge	Via footbridge	Close to end of guardrail east of footbridge
All day Total (7am to 7pm)	186	35	6
Am peak total (8am to 9am)	37	8	2



2.3 A further pedestrian survey of pedestrians crossing in the same location took place after the footbridge deck had been removed. This was again conducted over a ten hour period from 7am till 7pm on the 03/05/2012.

2.4 A total of 201 pedestrians crossed. Of this total, 9 pedestrians crossed at the northern end of the guard railing, and 192 crossed near the health centre; making use of the central island at the bus stop.

2.5 A speed survey was undertaken in the vicinity of the old footbridge between 14th – 20th July 2012 for the periods 0:00 – 24:00 that detected 85th percentile speeds of 39mph NE bound and 38mph SW bound.

03/05/12	Close to end of guardrail west of footbridge	Via footbridge	Close to end of guardrail east of footbridge
All day Total (7am to 7pm)	192	-	9
Am peak total (8am to 9am)	60	-	2

3. OPTIONS:

- 3.1 A further detailed survey has been recently carried out at the various locations along the road, This was again conducted over a twelve hour period from 7am till 7pm on the 18/11/2014, to determine pedestrian crossing patterns
- 3.2 A further speed survey was also undertaken in the vicinity of the old footbridge using a hand held radar on 28.5.2014 that detected 85th percentile speeds of 36mph NE bound and 35mph SW bound.
- 3.3 The following table shows the pedestrian flows along the Portsmouth Road, starting to the west of the Health Centre at the new pedestrian refuge outside no 164, and ending to the east of the old bridge location at the new pedestrian refuge island near access road to nos 171 -191 Portsmouth Road. Annex 1 presents these same results on a plan.
- 3.4 This clearly shows that pedestrians are utilising the new island outside number 164, and whilst there is also a high number crossing away from the crossing, this is possibly reflected in the new centre hatching introduced. This sterile area in the centre of the carriageway, protected by islands, is affording pedestrians greater confidence, and opportunities, when crossing the road, that did not exist previously.

18/11/14	refuge outside 164 west of Health centre	Area refuge & Bus Stop	Bus stop area	Area - bus stop to Old common	Area – Old Common to Lyster Mews	Area - Old bridge & Lyster Mews	Area – old bridge & end of Old Common	refuge island near 177 - 191 access road
Plan location	A	B	C	D	E	F	G	H
All day Total (7am to 7pm)	109	7	139	19	6	1	20	15
Am peak total (8am to 9am)	27	1	54	5	2	0	8	2



4. CONSULTATIONS:

4.1 Public consultation was carried out ahead of the scheme.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 None, as this report is purely a review of the constructed scheme.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding.

7. LOCALISM:

7.1 The constructed scheme takes into consideration local residents comments and member views and is an attempt to provide improved facilities for the local community.

8. OTHER IMPLICATIONS:

8.1 A well-managed highway network can contribute to reduction in crime and disorder as well as improve people's perception of crime.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 The data confirms that pedestrians are using the new facilities, and are also more confident to cross between islands within the sterile centre hatched area now created.

9.2 The scheme has had a positive influence on driver behaviour and vehicle speeds, which has resulted in a reduction of some 3mph.

9.3 Members are asked to note the content of this report

10. WHAT HAPPENS NEXT:

10.1 Nothing is proposed as this report is for information only.

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- **Contact Officer:** Nick Healey, Area Team Manager (NE)
 - **Consulted:** None.
 - **Annexes:** 1
 - **Sources/background papers:** None.
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