



SCC LOCAL COMMITTEE IN ELMBRIDGE – 8 December 2014

AGENDA ITEM 5

PUBLIC QUESTIONS

Question 1: David Bellchamber (resident)

With reference to Item 8 on the agenda. On the face of it the report might be seen as showing, with an increase in pedestrian activity, a shift in the proportions of pedestrians crossing at certain points. However the 2008 and 2012 surveys related only to the area of the footbridge/Health Centre/bus stop and not to pedestrians crossing further south. The numbers for that first area recited in all 3 surveys are not dissimilar being 227 in 2008, 201 in 2012 and 207 in 2014. Can the Committee accordingly find that the number of pedestrians crossing near the Health Centre/Bus stop remains relatively unchanged and the absence of a pedestrian refuge at the island there still creates a danger for those unable, for whatever reason, to change the habit of crossing at that point and resolve to regularly review this site for its suitability for reconfiguration, preferably with a dedicated pedestrian crossing, just as soon as funds become available?

I would also appreciate clarification of the report by the providing of times for the speed survey on 28th May 2014 (as they were in earlier surveys).

Response from SCC Highways:

The bus stops either side of the access road to the Health centre, one with dedicated layby, combined with the right turn lane, and driveway accesses, all mean that the construction of a pedestrian facility in this area, is not feasible without major design alteration, and cost.

As mentioned in the report the three new dedicated pedestrian refuge islands are being used and in particular, the new pedestrian refuge island, just south of the Health Centre, where now 109 pedestrians are crossing. Although pedestrians are continuing to cross between the islands could be due to the fact the centre hatching has now created a sterile carriageway area between islands, which in turn affords greater confidence for pedestrians.

The speed survey in 2012, was carried out utilising carriageway induction loops located on the carriageway over a 7 day period between the 14 - 20 July. The 85th percentile speed would have been affected by slower speeds during the morning and evening peaks.

A further survey was carried out on the 28th May 2014, which was a mid week day, the data being covertly collected using a laser speed device during the day in free flow traffic conditions, between the hours of 11.00 and 15.00. The speed of the lead platoon vehicle was recorded to enable a realistic insight into the actual speeds. There have been no instances of recorded personal injury accidents involving pedestrians.

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