

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (ELMBRIDGE)**

DATE: 23rd FEBRUARY 2015
LEAD OFFICER: NICK HEALEY, AREA TEAM MANAGER



SUBJECT: PORTSMOUTH ROAD, LONG DITTON

SUMMARY OF ISSUE:

This report updates Members on the findings following a petition by Mrs Mary Dennis to the December 2014 meeting of the Local Committee concerning pedestrian crossing safety, on the A307 Portsmouth Road, Long Ditton, in the vicinity of Ditton Reach.

RECOMMENDATIONS:**The Local Committee (Elmbridge) is asked to:**

- (i) Agree to include a feasibility study scheme on ITS schedule of works, which is to be programmed by this committee and the Divisional Member, in due course.

REASONS FOR RECOMMENDATIONS:

A feasibility study will determine the most appropriate location and solution to be introduced, along the section of road, and enable a more holistic balance with other highway users.

1. INTRODUCTION AND BACKGROUND:

- 1.1 A petition was submitted to the December 2014 meeting of the Local Committee, signed by 80 residents, concerning pedestrian safety when crossing the A307 Portsmouth Road, Long Ditton. Mr Chris Gibbs spoke in support of the petition
- 1.2 He explained that residents need to cross the road to access bus stops, schools, and other amenities. There are also two junctions in close proximity, and recently a resident collided with a cyclist.
- 1.3 He suggested that a crossing outside the City Arms Pub would help customers, and reduce congestion in Ditton Reach as Ajax Scouts could walk rather than be dropped off.
- 1.4 County Councillor Peter Hickman said that the petitioner had provided a good summary.

2. ANALYSIS:

- 2.1 The northern carriageway and footway was heavily parked with commuter traffic some years ago, and the opportunity was taken to rationalise this and remove all the obstructive parking from the river side utilising 'At Any Time' waiting restrictions. An on carriageway non mandatory cycle lane was also introduced along both sides of the road, where the carriageway width permitted, to increase cyclist safety along the A307 corridor.
- 2.2 This has now reopened up the footways to pedestrians who previously were unable to use the footways or had to walk in the carriageway.
- 2.3 The 3 year plus year to date, personal injury collision data, has been investigated for this area of the Portsmouth Road between the period 01/01/2011 to 31/10/2014. There have been 4 recorded personal injury collisions.
- 2.4 All the accidents appear to be wholly random. One involving a cyclist who was clipped by a car, another due to roadwork's utilising temporary traffic lights, another involved an overtaking motorcyclist, and the latest involving a pedestrian and a cyclist.
- 2.5 The pedestrian collision occurred on the 7th August 2014 at 17.05. The Police report states that the cyclist was travelling along the A307 northbound towards Kingston, and the pedestrian crossed from the north side footway. The report states that both pedestrian and cyclist failed to look properly.

3. OPTIONS:

- 3.1 There are bus stops either side of the road between Windmill Lane and Ditton Reach, as well as a garage driveway access. These features currently inhibit the introduction of a formal crossing or a refuge island.
- 3.2 A zebra crossing or a Puffin could be introduced. However these measures are far more expensive. There would need to be a higher pedestrian demand to ensure that these measures provided a positive cost benefit.
- 3.3 A pedestrian refuge island would require a wider section of carriageway to ensure that vehicles can continue to pass.
- 3.4 If a pedestrian refuge island was constructed then the pedestrian accident which occurred in 2014 could still occur.
- 3.5 Cyclists are at greater risk at islands as they are squeezed by passing vehicles unless road width permits dedicated lanes.
- 3.6 The Committee are currently progressing a 5 year cycle plan, with a view to introducing further meaningful measures which then can form part of longer routes.
- 3.7 Royal Kingston BC has been awarded a substantial bid from Department for Transport (DfT) for a Mini Holland cycle scheme, which is due to go to consultation shortly. This project is likely to introduce measures on the A307 Portsmouth Road boundary with Elmbridge, which the developing cycle

strategy schemes can link to. The project is due to be completed from the Kingston boundary early next year.

4. CONSULTATIONS:

4.1 Public consultation would be required in the development of any scheme.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The cost of introducing a zebra crossing is likely to be £50,000 whilst a Puffin could be as much as £100,000. A suitable location would need to be found for either solution.
- 5.2 The cost of introducing a pedestrian refuge island is likely to be in the region of £25,000.
- 5.3 A detailed feasibility study is likely to cost in the region of £5,000 to determine if a solution exists, the most appropriate scheme, and the likely cost.

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 solutions identified are in response to perceived concerns raised by 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 Due to the complexity of the location, any solution would come with a large price tag. Members will need to be mindful of this and whether this would represent value for money in terms of benefit cost.
- 9.2 It is important to note that as the area varies in nature, namely road width, junctions, driveway accesses, etc, that a feasibility study would consider all these aspects and make suitable recommendations, to ensure all users are accommodated in the design.

10. WHAT HAPPENS NEXT:

10.1 If Members determine that this is a priority scheme which they wish to pursue, then funding for a detailed feasibility study would need to be allocated from next year's allocation.

10.2 Otherwise it would be prudent to await the construction of DfT cycle scheme by Royal Kingston ahead of deciding on what accessibility improvements to make along this corridor for both cyclists and pedestrians.

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