Feasibility Report – Walton Road, West Molesey
(in the vicinity of Mole Hall)

**Scheme brief**

To investigate the feasibility of installing a pedestrian crossing facility across the B369 Walton Road in West Molesey in the vicinity of Mole Hall Community Centre.

**Location and Existing Arrangement**

The B369 Walton Road is located to the northeast of Walton-on-Thames, linking the town with Molesey. Please see appendix No. 1 drawing PC0547-01 for a detailed location plan.

Walton Road between the junctions with Central Avenue and Frist Avenue is a single carriageway 30mph road. Road widths over this length are approximately 9.0m to 9.2m wide.

The alignment of the carriageway is fairly straight, offering good visibility in both directions; however the road begins to turn towards the north in the vicinity of the junction with First Avenue. There is an existing system of street lighting throughout, with public footpaths adjacent to the carriageway on both sides.

There is an existing eastbound bus stop on the northern side of carriageway adjacent to the wide bell mouth of the junction with Bishop Fox Way. There are numerous dropped kerbs on the southern side of the carriageway providing vehicular access to private properties.

Please see appendix No. 2 drawing PC0457-02 for a detailed General Arrangement plan detailing the existing layout.

**Accident data**

I have reviewed the accident data collated between January 2012 and May 2015 on Walton Road, West Molesey in the vicinity of Mole Hall Community Centre to assess whether there have been any incidents involving pedestrians crossing the carriageway. I have summarised my findings below:

Of the 2 accident reports recorded during this 3.5 year period, none included pedestrian crossing movements. The 2 recorded accidents were both in relation to collisions between motorists and cyclists at the junction between Walton Road and Central Avenue. For full details of the accident data please see appendix No. 3.
Recommendations

After assessing the feasibility of installing a pedestrian crossing facility on Walton Road in the vicinity of Mole Hall Community Centre, I can make the following recommendations:

No pedestrian crossing facility to be installed

Existing site constraints make locating a pedestrian crossing facility in this location unfeasible. The existing bus stop layby and wide bell mouth to the junction of Bishop Fox Way on the northern side of the carriageway, and the numerous dropped kerbs/private vehicular accesses on the southern side of the carriageway do not allow sufficient space for a pedestrian crossing facility to be situated.

There are approximately 9 No. private accesses on the southern side of the carriageway between the junctions with Central Avenue and First Avenue, with a maximum gap of approximately 6m between the dropped kerbs. A minimum gap of 10m is generally required between private driveways for a pedestrian crossing facility such as a pedestrian refuge or zebra crossing to be installed to ensure vehicle movements in and out of private driveways are not impaired. The number and frequency of the driveways in this location makes it unfeasible for a pedestrian crossing facility to be installed.

There is also an existing pedestrian crossing facility located to the west of the junction with Central Avenue allowing pedestrians approaching the Mole Hall Community Centre to cross Walton Road in a safe manner. There have also not been any recorded accidents over the last 3.5 years involving pedestrian crossing movements.

Option 1 – Central pedestrian refuge facility between the junctions with Bishop Fox Way and First Avenue

Due to the number of private accesses on the southern side of the carriageway there are very few appropriate locations where a pedestrian crossing facility can be sited. However, it may be feasible to install a central pedestrian crossing facility near to the junction with First Avenue. Please see appendix No. 2 detailing the potential central refuge facility.

The carriageway width at this location is approximately 9.2m wide, which would comfortably allow for the installation of a 2m width central refuge island (as specified in the SCC standard details) resulting in 3.6m wide carriageway lanes. There is approximately 6.6m of available full height kerbing between the first private access on Walton Road and the junction with First Avenue, allowing enough room for the pedestrian refuge to be constructed.

However, the installation of a facility at this location will cause a number of conflicts for motorists and pedestrians:

- Forward visibility for pedestrians and approaching motorists is good when crossing from the southern side of the carriageway to the north. However, visibility is considerably impaired when attempting to cross the carriageway in the opposite direction. The curvature of the road and the position of existing vegetation mean visibility is severely reduced.
- The close proximity of the private driveways and nearby junction with First Avenue may cause problems for vehicles manoeuvring around the proposed central island. I have completed some vehicle swept path analysis to ensure a private car can access and exit the
private driveway, and a refuse vehicle can exit First Avenue. However, should any vehicles larger than this attempt these manoeuvres it is likely they will clash with the proposed central refuge facility.

Further design analysis would be required at detailed design stage to determine whether this location would be feasible; including road safety audits.

Conclusion

Due to existing site constraints, siting a pedestrian crossing facility on Walton Road in West Molesey (in the vicinity of Mole Hall Community Centre) is not feasible in most locations. It may be possible to install a facility as described in Option 1, but this will be subject to further detailed design analysis. However this option also creates further constraints, and will cause a number of road safety concerns (as noted above).

In conclusion, I recommend that no pedestrian crossing facility is installed in this location due to the existing site layout.
Appendices
Appendix No. 1 – PC0547-01 – Location Plan
Appendix No. 2 – PC0547-02
– General Arrangement
Appendix No. 3 – Accident Data  
(January 2012 to May 2015)
ITEM 10

ACCIDENT REPORT FOR PERIOD: 01/01/2012 TO 31/05/2015

TITLE:

ACCIDENT | DATE | ROAD | LOCATION | ACCIDENT DESCRIPTION
---|---|---|---|---
EL69685/12 | 16/04/2012 | D6927 | CENTRAL AVENUE 3 METRES SOUTH | V1 ROSE OFF PAVEMENT AND STRUCK V2
--- | Monday | Jct | OF JUNCTION WITH B369 WALTON | WHICH HAD JUST TURNED INTO JUNCTION
0910 | B369

LIGHT: LIGHT - Street lights present
R.S.C.: Dry

VEHICLES:

<table>
<thead>
<tr>
<th>Type</th>
<th>Maneouvers</th>
<th>Dir</th>
<th>Impact</th>
<th>Skid</th>
<th>Dr-Age</th>
<th>Btest</th>
<th>Class</th>
<th>Pdir</th>
<th>Sev</th>
<th>Sex</th>
<th>Age</th>
</tr>
</thead>
</table>
P/C | Going ahead other | W - E | Front | N | 99 | - | DRV | Serious | M | 99 |
CAR | Going ahead other | S - N | N/side | N | 21 | - | |

ACCIDENT TOTAL FOR 2012 = 2

TOTAL NO. OF ACCIDENTS FOR PERIOD 01/01/2012 - 31/05/2015 = 2

***** END OF REPORT *****

*** CONFIDENTIAL *** NOT TO BE MADE AVAILABLE TO UNAUTHORISED PERSONNEL

ACCIDENT selected where: 23/07/2015