Feasibility Report – Walton Road, West Molesey (in the vicinity of the War Memorial)

Scheme brief

To investigate the feasibility of installing a pedestrian crossing facility across the B369 Walton Road in West Molesey in the vicinity of the war memorial and local shops.

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 PC0546-01 for a detailed location plan.

Walton Road between the junctions with New Road and Mole Place is a single carriageway 30mph road. Road widths over this length vary considerably due to the existing layout containing parking bays, bus stops and multiple vehicle accesses.

The alignment of the carriageway offers restricted visibility in both directions due to existing highway features and nearby bends in the road. There is an existing system of street lighting throughout, with public footpaths adjacent to the carriageway on both sides.

There are existing bus stops on both the eastbound and westbound sides of carriageway between the junction with New Road and the local Sainsbury’s store. There are a number of vehicle accesses to the adjacent local shops on the southern side of the carriageway, and an on-carriageway parking bay on the northern side of the carriageway.

Please see appendix No. 2 drawing PC0456-02 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 the war memorial and local shops 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 New Road. 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 the war memorial and local shops, I can make the following recommendations:

No pedestrian crossing facility to be installed

The existing carriageway layout contains numerous features and constraints that make locating a potential pedestrian crossing facility difficult. The existing eastbound and westbound bus stops, the parking bay, and multiple vehicle accesses do not allow sufficient space for a pedestrian crossing facility to be located in the immediate vicinity of the war memorial and local shops.

There are 4 No. vehicle accesses on the southern side of the carriageway, bus stops on both sides, and a 45m length parking bay on the northern side of the carriageway that do not make it feasible to install a pedestrian crossing facility on this desire line.

There have also not been any recorded accidents over the last 3.5 years involving pedestrian crossing movements.

Option 1 – Central pedestrian refuge facility to the east of the junction with New Road

It may be feasible to install a central pedestrian refuge facility immediately to the east of the junction with New Road. There is sufficient carriageway width to install a 1.5m width refuge island; however this is narrower than the desirable 2.0m width that is preferred. The location of this potential facility is within the existing area of hatching on the westbound approach to the dedicated right hand turn lane into New Road. Please see appendix No. 1 detailing the potential central refuge facility.

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 limited in both directions. This is due to the facility being located on a bend in the carriageway and adjacent to the existing bus stops.
- This location is not on the anticipated pedestrian desire line. The majority of pedestrian crossing movements are to and from the war memorial/recreation grounds on the northern side of the carriageway and the local shops on the southern side. Pedestrians are unlikely to be willing to deviate up to 50m from their desired crossing point to utilise this facility - raising the concern that if this facility was installed, the amount of pedestrians using it will be limited.
- Vehicle movements around the central refuge may also be restricted, which may result in access to the bus stop being reduced for buses. The refuge at this location will also reduce the capacity of the right hand turn lane into New Road, which may lead to additional congestion.

Further design analysis would be required at detailed design stage to determine whether this location would be feasible; including road safety audits.
Option 2 – Dropped kerbs and tactile crossing to the east of the Sainsbury's store

It may be possible to install an informal crossing point to the east of Sainsbury’s. The carriageway in this location is fairly straight which allows for greater visibility for pedestrians and motorists. However, the carriageway widths are narrower in this location (approximately 6.8m wide) which makes it unfeasible to install a central refuge facility. It is not possible to locally widen the carriageway in this location within the highway boundary due to adjacent private properties.

The proposed dropped kerb and tactile paving arrangement (as detailed on appendix No. 2 drawing PC0456-02) would provide pedestrians with an informal crossing point between the local shops and public footpath on the southern side of the carriageway to the recreation grounds and war memorial on the northern side. The crossing point may be particularly useful for residents in the adjacent area of housing wanting to cross to the recreation grounds and playground.

However, the installation of a facility may have a limited effect on road safety. As this is an uncontrolled facility, pedestrians are still responsible for assessing when it is safe to cross, rather than motorists giving way to pedestrians. The location of this facility is also a compromise as the majority of people parking on the carriageway and using the shops will not deviate to use the facility – it is only really practical for pedestrians accessing the recreation grounds.

The northern side of the carriageway in this location has got a double height kerb in front of an area of highway verge. The highway verge is significantly higher than the carriageway levels, meaning significant earthworks re-grading would be required to link the facility with the existing footpath. Existing underground services and tree roots may be affected by these potential roots.

Conclusion

Due to existing site constraints, siting a pedestrian crossing facility on Walton Road in West Molesey (in the vicinity of the war memorial and local shops) is not feasible in most locations. It may be possible to install a facility as described in Option 1 & 2, but this will be subject to further detailed design analysis. Option 1 offers limited benefits due to being situated away from the desire line, and option 2 is likely to provide minimal benefits for road safety.

In conclusion, I recommend that no pedestrian crossing facility is installed in this location due to the existing site layout.
ITEM 10

Appendices
Appendix No. 2 – PC0546-02
– General Arrangement
Appendix No. 3 – Accident Data
(January 2012 to May 2015)
### Accident Report for Period: 01/01/2012 to 31/05/2015

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<th>ROAD LOCATION</th>
<th>ACCIDENT DESCRIPTION</th>
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<td>EL73445/12</td>
<td>03/09/2012</td>
<td>B369 WALTON ROAD J/W NEW ROAD</td>
<td>V2 TRAVELLING ALONG V1 HAS PULLED OUT OF A JUNCTION AND COLLIDED WITH V2. V2 HAS THEN HIT A BRICK WALL</td>
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<td>D6946</td>
<td>Monday</td>
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<td>R.S.C.: Dry</td>
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ACCIDENT TOTAL FOR 2012 = 1

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ACCIDENT TOTAL FOR 2015 = 1

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