



**OFFICER REPORT TO LOCAL COMMITTEE
RUNNYMEDE**

**A30 Egham Hill/A328 St Jude's Road, Englefield Green
PEDESTRIAN IMPROVEMENTS – UPDATE**

25 February 2013

KEY ISSUE

An update on the progress of the A30 Egham Hill/A328 St Jude's Road Pedestrian Improvements scheme.

This report is for information only

SUMMARY

At its meeting on 26 November 2012, the Local Committee considered the results of a study into the possible introduction of controlled pedestrian crossing facilities at the junction of the A30 with St Jude's Road and Bakeham Lane.

The study identified that a significant number of pedestrians cross at the junction and proposed the introduction of controlled pedestrian crossing facilities on all 4-arms of the junction. However, this would require implementing an all-red phase that would result in additional delay for drivers.

Having considered the results of the study, the Local Committee agreed that further work should be undertaken that examines alternative options that would provide safe pedestrian crossing facilities without having a significant detrimental impact on vehicular traffic.

Work is therefore ongoing in developing a proposal to introduce staggered controlled pedestrian crossing facilities across the two arms of the junction most heavily used by pedestrians. Whilst, this option would not cause the same additional delay for vehicular traffic as the original proposal, it would require the Royal Holloway University of London (RHUL) to dedicate a small

area of land as public highway. In addition, a mobile telephone mast and other utility equipment would have to be relocated.

The Local Committee (Runnymede) is asked to approve the following:

- i) Note the contents of this report.

1.0 INTRODUCTION AND BACKGROUND

1.1 At its meeting on 26 November 2012, the Local Committee consider a report (attached as Appendix 2) detailing the results of a study examining the proposed introduction of controlled pedestrian crossing facilities at the junction of the A30 with St Jude's Road and Bakeham Lane.

The report included the following:

- The results of both pedestrian and traffic surveys which showed that a very significant number of pedestrians and vehicles pass through the junction (in a 12-hour period over 2,200 pedestrian crossed at the junction whilst over the same time more than 27,000 vehicles use the junction).
- Details of a proposal to introduce controlled pedestrian crossing facilities on all 4-arms of the junction (which involved introducing an "all-red" phase).
- The results of traffic modelling work which suggested that the proposal would result in additional delays for drivers and increase journey times.

1.2 Having considered the results of the study, the Local Committee expressed concern about the likely increase in delay that would result from the introduction of an 'all red phase' at the junction. It was therefore agreed that further work should be undertaken that examined alternative possible options for providing improved crossing facilities without causing significant increases in congestion.

2.0 PROGRESS

2.1 Following the presentation of a report to Committee on 26 November 2012, work on this project has continued, taking into account the views expressed by Members, and in particular the concerns expressed about the potential negative impact of pedestrian crossing facilities on congestion and journey times resulting from the introduction of an 'all red phase' at this junction.

2.2 It is noted that a sizeable petition is due to be presented to the Runnymede Local Committee, asking for the construction of a pedestrian crossing at the location of A30/St Jude's Road as soon as possible.

2.2 Effort has been focused on finding an alternative option that provides safe crossing facilities for pedestrians whilst at the same time minimising disruption to traffic flows.

2.3 In the previous report, the provision of staggered crossing facilities had been discounted due to site constraints, as the available width of the public highway was inadequate to accommodate a central reservation

without losing approach lanes on the A30. Traffic modelling results demonstrated that the loss of approach lanes would have resulted in a greater negative impact on congestion and journey times than the introduction of an all red pedestrian phase.

- 2.4 A request has since been made to The Royal Holloway University of London (RHUL) for a small area of land to be dedicated as public highway, as this would enable the introduction of staggered crossings on two arms of the junction without the need to lose approach lanes. Such an arrangement would allow the introduction of safe pedestrian crossing facilities on the arms most heavily used by pedestrians without there being any adverse effect on vehicle flows. A diagram of this proposed layout is attached (Appendix 1).
- 2.5 The University have been supportive of this request, and formal confirmation of agreement to this dedication is awaited.
- 2.6 Implementing this option would require amending the kerblines on the NW corner of the junction, where statutory utility plant is located in and on the existing pavement, and adjustments to this plant would be necessary. British Telecom and other utility companies have been approached to confirm what amendments would be necessary, and how much this would cost.
- 2.7 Subject to the dedication of land by RHUL, and adjustments to utility company equipment being affordable, this option is considered to be the most favourable, as it offers significant improvement for pedestrians without detrimental effect to vehicular traffic.
- 2.8 Arrangements have been made to re-profile £95k of capital funding from the Local Committee ITS budget into the 2013/14 financial year to enable delivery of this scheme.

3.0 CONSULTATION

- 3.1 Surrey Police has previously been consulted and have indicated their support for the introduction of controlled pedestrian crossing facilities at the junction, as has the RHUL.
- 3.2 Consultation and discussions have taken place with RHUL.
- 3.3 Consultation has also now taken place with the Headteachers of St Jude's C of E Junior School and St Cuthbert's RC Primary School. This has included arranging a parental travel survey to understand the principle demand routes of journeys to and from these schools.

4.0 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 4.1 Firm cost estimates are not yet available due to design revisions and the need to confirm the cost of adjusting statutory utility equipment.
- 4.2 The Runnymede Local Committee has made a budgetary provision of £100,000 from its 2012/13 capital ITS budget to fund the installation of controlled pedestrian crossing facilities at the junction, and £95,000 of this will be re-profiled into the 2013/14 budget.
- 4.3 The proposed option would avoid the negative economic impacts on commuter journey times.

5.0 EQUALITIES AND DIVERSITY IMPLICATIONS

- 5.1 Introduction of controlled pedestrian facilities is an equalities issue, as there are presently no safe means for wheelchair users to cross the A30 in this vicinity. This has recently been raised by the RHUL as the pedestrian footbridge access ramps are stepped, making them unsuitable for wheelchair users.

6.0 CRIME AND DISORDER IMPLICATIONS

- 6.1 There are no crime and disorder implications arising from this report.

7.0 CONCLUSION AND RECOMMENDATIONS

- 7.1 The Committee is asked to note the contents of this report.

8.0 REASONS FOR RECOMMENDATIONS

- 8.1 Reasons have been laid out in this report.

9.0 WHAT HAPPENS NEXT

- 9.1 Work on this project will continue, and a further report will be returned to this Committee prior to any implementation.

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BACKGROUND PAPERS: None

Version No. 2 Date: 11 February 2013 Time: 12:10 Initials: AM No of annexes: 2

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