

# **Baker Street, Weybridge**

## **Junction Improvements for Pedestrians**

**Feasibility Report  
March 2020**



Project Title: **Baker Street, Weybridge**  
Junction Improvements for Pedestrians

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## CONTENTS

	Page No.
1. INTRODUCTION	3
2. SITE ANALYSIS	3
3. DATA COLLECTION	4
4. DISCUSSION AND OPTIONS	
4.1. Design and Road Safety Audit	4
4.2. Option 1 –Baker Street j/w High Street – pedestrian reuge retained	4
4.3. Option 2 – Baker Stree j/w High Street – pedestrian refuge removed	5
4.4. Option 3 –Baker Street j/w Monument Hill – pedestrian refuge retained	6
4.5. Option 4 – Baker Street j/w Monument Hill - pedestrian refuge removed	6
4.6. Option 5 – Do Nothing	7
5. RECOMMENDATION	7

## 1. INTRODUCTION:

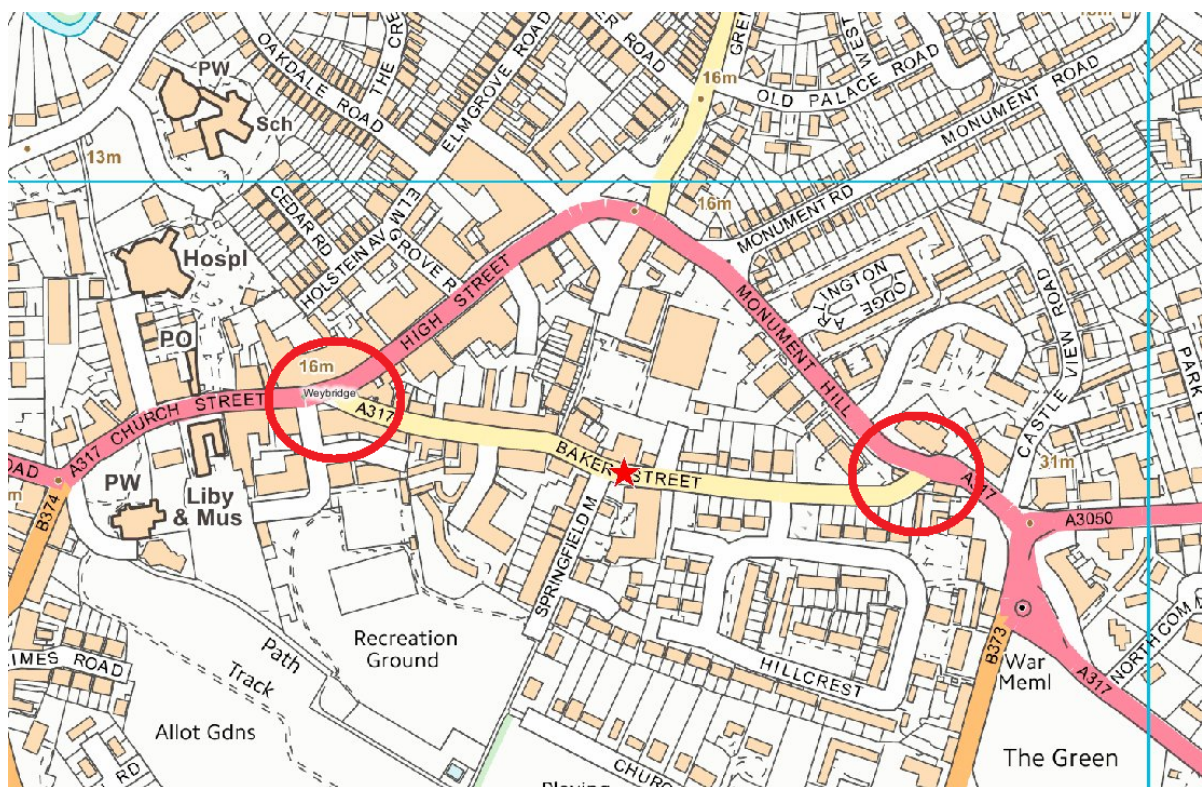
The C154 Baker Street in effect bypasses Weybridge High Street, and can be a popular route for vehicles and pedestrians. The layout of the junctions where Baker Street meets the A317, can make crossing difficult for pedestrians during peak times. Additionally, at the eastern end of Baker Street, visibility for drivers is compromised by a building development on the site of the old Grotto Inn.

Surrey County Council has been asked to investigate improvements to assist pedestrians and to improve visibility at the junction of Baker Street with A317 Monument Hill. This report therefore investigates options to achieve this.

## 2. SITE ANALYSIS:

Baker Street is a single carriageway two-way road, and home to a mix of shops, businesses and residential properties. It is subject to a 30mph speed limit.

Although not necessarily suitable, it is an alternative for drivers wishing to avoid Weybridge High Street. Refer to *figure 1* for the site locations.



*Figure 1 – site locations*

Uncontrolled pedestrian crossings - in the form of pedestrian refuges, dropped kerbs and tactile paving - are provided at each end of Baker Street, where it meets A317.

### **3. DATA COLLECTION:**

#### **3.1 Personal Injury Collisions**

A study of personal injury collisions, at the two junctions, has been undertaken, for the last three full years and available year to date (1<sup>st</sup> January 2016 to 20<sup>th</sup> November 2019). The Police and Surrey County Council do not collect or hold 'damage only' collision data, and therefore we are unable to report or comment on these.

The data shows that during this period there were no personal injury collisions involving pedestrians. There was one vehicular collisions resulting in personal injury and that was at the junction of Baker Street / Monument Hill. This collision was the result of a driver exiting Baker Street into the path of a northwestbound vehicle on Monumnet Hill. The Police did not consider lack of visibility to be a causal factor.

<b>Personal Injury Collisions 2016 to 2019 (to date)</b>			
<b>Year</b>	<b>Slight</b>	<b>Serious</b>	<b>Fatal</b>
2017	1	0	0
2018	0	0	0
2019	0	0	0
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>

*Figure 2 - Personal Injury Collision – (1<sup>st</sup> January 2016 to 20<sup>th</sup> November 2019)*

### **4. DISCUSSION AND OPTIONS:**

#### **4.1 Design and Road Safety Audit**

An independent road safety audit has been undertaken on a number of the options where changes to the highway layout are proposed. Comments are included within the discussion of the options. Further independent safety audits would take place on any options that were to be progressed.

Two options for each junction have been investigated, one retaining the existing pedestrian refuge the other removing it, and these are discussed below.

#### **4.2 Option 1 – Baker Street j/w High Street – pedestrian refuge island (refer to drawing PC1026-01)**

This option reduces the crossing width between the western kerb line and the refuge. The eastern kerb cannot be modified with the refuge in place and in any case it would significantly impact an already tight left turn into Baker Street.

There would be the need for some minor drainage works to accommodate the alteration to the western kerb line of Baker Street. Retaining the pedestrian refuge means that the existing double-headed, ornate lighting column is retained along with a traffic sign.

**Pros**

- Reduced crossing width to assist pedestrians
- Street lighting unaffected

**Cons**

- Existing gully would need to be relocated

**Guide Price £23,000****4.3 Option 2 – Baker Street j/w High Street – pedestrian refuge removed (refer to drawing PC1026-01)**

This option also involves the realignment of the western kerb line of Baker Street, but would require the removal of the central refuge. The benefit of this is that it improves access for delivery / service vehicles entering from A317 High Street.

The removal of the existing refuge, would mean that pedestrians would be required to cross a wider section of carriageway – and in one go – but reducing the crossing width too drastically would have a detrimental impact on all vehicles negotiating the junction, and could give rise to conflict between turning vehicles and vehicles waiting at the give way line.

As with Option 1 there would be some drainage works required. Plus the existing lighting column and sign would need to be relocated.

**Pros**

- Opening up junction assists larger vehicles negotiating junction

**Cons**

- Crossing width increased as pedestrian refuge removed
- Visibility restrictions for and of pedestrians
- Existing gully would need to be relocated
- Street lighting affected

**Guide Price £19,000**

The road safety audit noted that the removal of the existing refuge would create visibility issues for and of pedestrians, and recommended kerb build-outs on both sides of Baker Street, to improve visibility for pedestrians. Kerb build outs on both sides would reduce the running lanes too much, vehicles turning in to Baker Street would be at a high risk of conflict with vehicles waiting at the give way line.

Therefore this option is not recommended.

#### **4.4 Option 3 – Baker Street j/w Monument Hill pedestrian refuge retained (refer to drawing PC1026-01)**

This option involves the reduction of the crossing width of Baker Street by moving the eastern kerb line and slightly modifying the central refuge. The southern kerb line of Monument Hill would also be adjusted to bring the give way line forward.

The alteration to the eastern kerb line increases visibility to / for pedestrians and would reduce the speed of vehicles exiting Monument Hill. Whilst the relocation of the give way line promotes better visibility.

The amendment to the southern kerb line of Monument Hill, would require some minor drainage works.

##### Pros

- Improves visibility for pedestrians and drivers alike
- Reduces speed of vehicles turning left into Baker Street, further assisting pedestrians

##### Cons

- Existing gully would need to be relocated

#### **Guide Price £27,000**

#### **4.5 Option 4 – Baker Street j/w Monument Hill pedestrian refuge removed (refer to drawing PC1026-01)**

This option also involves the realignment of the western kerb line of Baker Street, but would require the removal of the central refuge. Moving this kerb line farther west than in Option 4, improves visibility to / for pedestrians even more and would have a greater affect on the speed of vehicles turning left from Monument Hill.

As with Option 4, bringing the give way line forward improves visibility for drivers.

The disbenefit of this option is that larger vehicles turning left from Monument Hill would need to straddle the centreline of Baker Street. If a vehicle was waiting to exit Baker Street, this could cause queuing on Monument Hill and given the restricted forward visibility on Monument Hill, would be far from ideal.

##### Pros

- Improves visibility for pedestrians and drivers alike
- Reduces speed of vehicles turning left into Baker Street, further assisting pedestrians

##### Cons

- Crossing width increased as pedestrian refuge removed

- Existing gully would need to be relocated
- Could cause queing on Monument Hill

### **Guide Price £21,000**

Additional works to Options 4 and 5, could involve taking out the right-turn lane from Monument Hill. This would allow the give way line in Baker Street, to be brought farther forward, further improving visibility to the east. However unless there becomes a real safety need for this it is not recommended

### **4.6 Option 5 – Do Nothing**

Based on the recorded evidence of collisions involving pedestrians which have resulted in personal injury, measures could not be justified in terms of casualty reduction when compared to other locations. However, we recognise the public's desire for improvements and as the Highway Authority Surrey County Council should be actively looking to provide improvements to the Highway network that could help to reduce personal injury collisions. These types of measures may also enhance the environment for residents and road users, and potentially encourage increased travel by sustainable methods such as walking or cycling.

### **Guide Price: £0**

## **5. RECOMMENDATION:**

Given the relative benefits of the options and the associated costs, Options 2 and 4 are preferred.

All works would be within the existing highway boundary.