Cheam Rd j/w Bramley Rd, Cheam

Improvements for Pedestrians

Feasibility Report
May 2020

SURREY

Project Title: **Cheam Rd j/w Bramley Rd, Cheam**
Improvements for Pedestrians

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1. INTRODUCTION:

Surrey County Council has been asked to look at improvements for pedestrians crossing the A232 Cheam Road at its junction with Bramley Road. Especially in order to access the adjacent bus stops.

This report investigates possible options to assist access across Cheam Road.

2. SITE ANALYSIS:

A232 Cheam Road is classed as a main distributor within Surrey County Council's road hierarchy. As well as being an important connection between the county and the neighbouring London Borough of Sutton, it forms part of a link to the A217/M25 to the east and A24 / A3 to the west. Consequently it is a well-used stretch of road.

The section of Cheam Road under consideration in this report, is a single-lane, two-way carriageway, subject to a 30mph speed limit. It is illuminated by a system of street lighting. The site location is shown at *Figure 1* below.

There are no properties directly fronting Cheam Road here, with the closest residences accessed via service roads running parallel to the main carriageway. Between Cheam Road and the service roads there is a wide verge / footway.

Bus stop laybys flank the main carriageway, servicing route number 470, linking Sutton and Epsom.

The nearest formal crossing points for Cheam Road are a signalised crossing at the junction with West Drive and an uncontrolled crossing at the roundabout junction with Northey Avenue. Both are approximately 300 metres away.

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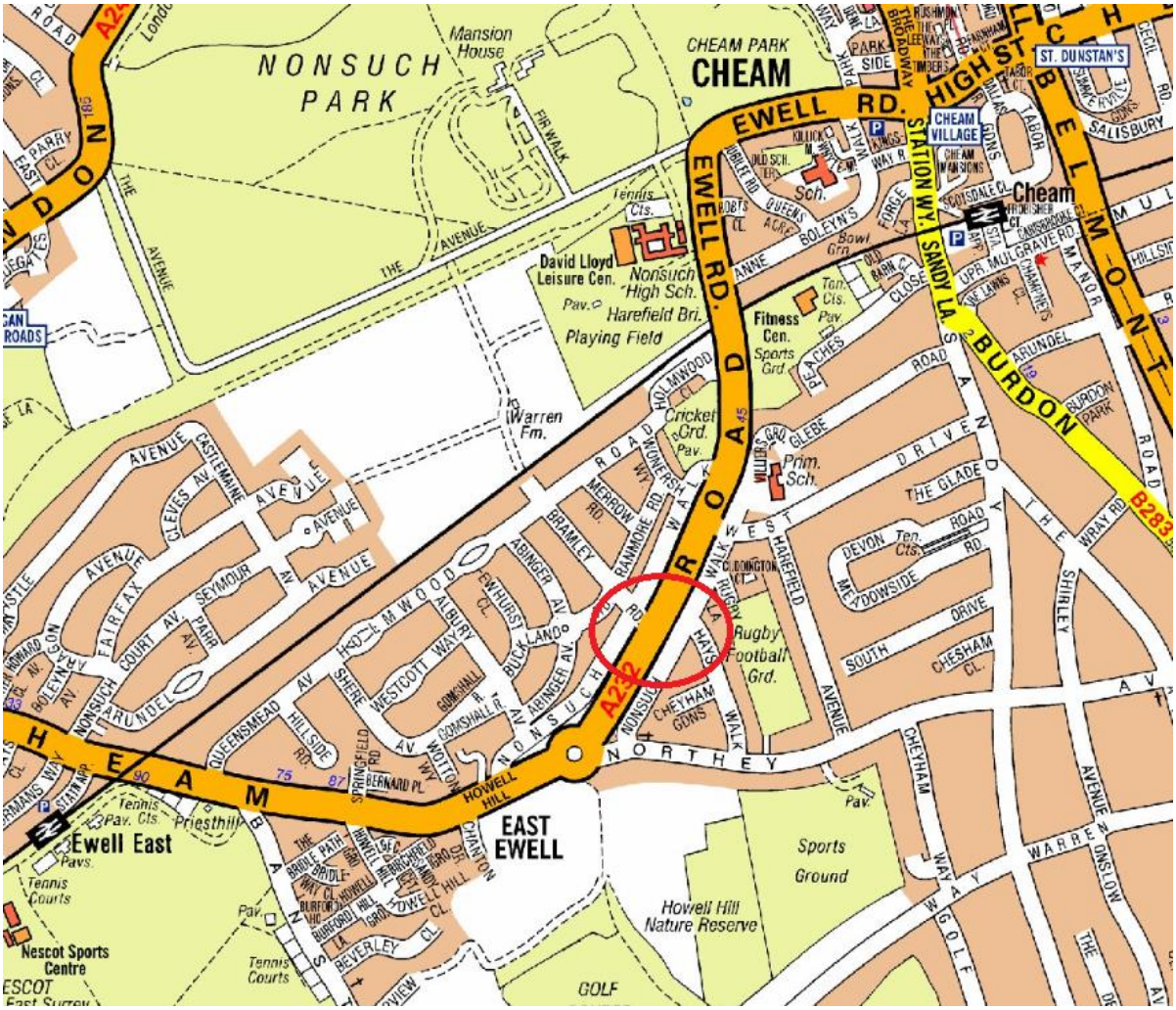

Figure 1 – site location

3. DATA COLLECTION:

3.1 Personal Injury Collisions

A study of personal injury collisions has been undertaken for this location, covering a period of three years from 2017 to 2019 inclusive. This showed that during that period there were no recorded collisions resulting in personal injury.

4. DISCUSSION AND OPTIONS:

Two options have been considered for this site, and these are discussed below.

4.1 Option 1 – Installation of dropped kerbs and tactile paving (refer to drawing PC1034-01)

This is a do minimum option, formalising current pedestrian movements. There are no existing dropped kerbs here, which creates difficulty for wheelchair users and those with pushchairs / prams.

Under this option some of the existing grass verge, on the western side of Cheam Road, would be made into footway in order to improve access to the crossing point and creating an improved waiting area.

Pros

- Cheapest Option
- Bus layby unaffected
- Street lighting unaffected

Cons

- Crossing facilities only marginally better than current situation
- Existing drainage affected

Guide Price £7,000

4.2 Option 2 – Provision of pedestrian refuge (refer to drawing PC1034-01)

This option shows the provision of a pedestrian refuge. The existing bus layby, for northbound vehicles, would need to be removed in order to accommodate this new crossing. Buses would therefore stop on the main carriageway, as they currently do at the junction of Cheam Road and West Drive. This benefits buses as they do not have to wait to merge with traffic, and considering the bus service runs every 30 minutes it is unlikely to have a detrimental impact on other traffic.

The reprovision of the bus layby - slightly north of its current position - has been investigated, however as this would require the costly relocation / diversion of British Telecom apparatus, it is not considered viable.

Pros

- Provides significantly better opportunity to cross Cheam Road
- Improved situation for northbound buses, as no requirement to merge with traffic

Cons

- Significantly higher cost than Option 1
- Buses stopping on main carriageway more inconvenient for other traffic
- Street lighting and existing affected

Guide Price £45,000

5. RECOMMENDATION:

Although Option 1 is considerably cheaper than Option 2, it does not offer much in the way of improvements.

Whilst the cost of Option 2 is relatively high, it does offer a a significant improvement over the current situation.

6. APPENDICES

Appendix A

PC1034-01 – Feasibility Options

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