

Briefing Note Burntwood Lane Feasibility Report

Background Information

A petition came to Local Committee in November 2018 raising concerns about road safety and requesting a pedestrian crossing on Burntwood Lane. The response to the petition listed the existing crossing facilities on Burntwood Lane. The petition response identified the desire for a crossing close to the “100 steps footpath”. It was also identified at the committee meeting that the measures required go beyond the budget available to the Local Committee, but that the proposal would be added to the forward programme of the Local Transport Strategy.

Caterham on the Hill Parish Council decided to fund the commission of a feasibility report for improved pedestrian facilities, including a new crossing on Burntwood Lane. This note summarises the findings of that feasibility report.

Results from a Police Speed Detection Radar survey in November/December 2016 showed that the average mean and 85th percentile speeds of traffic 120m north east of the footpath are as follows:

	Average Mean Speeds	85 th Percentile Speeds
North east bound traffic (downhill)	36mph	41mph
South west bound traffic (uphill)	38mph	44mph

There are several constraints on the location of a crossing, even if funding were identified for this proposed project. The “100 Steps Footpath” joins Burntwood Lane is on the apex of a bend. There is a mature oak tree of high asset value on the highway verge opposite the footpath.

Summary of Options

Five options were looked at and a summary for each with the issues raised is as follows:

1. ! **Uncontrolled crossing on a raised table** – this is not recommended as it is not on the desire line for the school pupils crossing the road and is therefore unlikely to be used. This has reduced sight lines due to the location of the mature oak tree.

Broad brush cost estimate pre detailed design is £42,000.

2. ! **Zebra crossing on a raised table** - this is not recommended as it is not on the desire line for the school pupils crossing the road and is therefore unlikely to be used. Road speeds are likely to be too high as zebra crossings should only be installed on roads where the 85th percentile speed limit is below 35mph. This has reduced sight lines due to the location of the mature oak tree.

Broad brush cost estimate pre detailed design is £65,000

3. ! **Pedestrian refuge and footway extension** – this is not recommended as this crossing point is not on the current route of pupils to the school. The Road Safety Audit raised concerns about vehicle speeds and suggests providing additional speed reducing measures.

Road Safety Audit also commented about the proposed footway width. There are concerns that this may not be wide enough to meet demand during peak periods. Land acquisition would be needed for this scheme and it may be necessary to move utility apparatus.

Broad brush cost estimate pre detailed design is £169,000 (NB this does not include costs associated with land acquisition and moving utility apparatus)

4. ! **Zebra crossing with pedestrian refuge and footway extension** - this is not recommended as this crossing point is not on the current route of pupils to the school. Road speeds are likely to be too high as zebra crossings should only be installed on roads where the 85th percentile speeds are below 35mph. The Road Safety Audit also commented about the proposed footway width and is concerned that it may not be wide enough to meet demand during peak periods. Land acquisition would be needed for this scheme and it may be necessary to move utility apparatus.

Broad brush cost estimate pre detailed design is £210,000 (NB this does not include costs associated with land acquisition and moving utility apparatus).

5. ! **Priority give way/build out** – uncontrolled crossing point on a footway build out adjacent to the oak tree. The Road Safety Audit raised several concerns with this option, including visibility of pedestrians and risk of vehicles striking the build out. This option is not being pursued due to the safety concerns raised.

Conclusion

The feasibility report has identified several restrictions that make the options not feasible without removal of the mature oak tree. As the tree is healthy and not in danger of falling onto the highway, the Area Highway Manager is not proposing that the tree be felled to enable this project to go ahead.

It is acknowledged that the speed survey showed that the average mean speeds are above the 30mph speed limit. This will be raised with the Police for them to consider additional enforcement.

It is also acknowledged that concerns have been raised about collisions on Burntwood Lane. The County Council does take concerns about road safety seriously and road collisions across the County are continually monitored. If there should be any significant change or increase in the pattern of collisions, then the matter would be referred to the relevant Road Safety Working Group for action to be determined. This group consists of Road Safety experts from both Surrey Police and the County Council as well as engineers from Surrey Highways. It should be noted that Burntwood Lane has not been discussed at recent meetings of the Tandridge Road Safety Working Group.

One way forward could be to consider the provision of speed reducing measures on Burntwood Lane. It should be noted that this proposal for speed reducing measures is already on the Integrated Transport Schemes list. Unfortunately, this scheme has not been currently prioritised from the funding available to the Local Committee.