

<b>Title of Report:</b>	<b>Request for a pedestrian crossing on Monk's Lane, Newbury</b>
<b>Report to be considered by:</b>	<b>Newbury Area Forum</b>

**Purpose of Report:**

To inform Members of the results of a pedestrian survey following a request for a crossing facility on the western end of Monk's Lane, Newbury.

**Recommended Action:**

That the Newbury Area Forum endorses the Officers recommendations detailed in section 4 of this report

**Key background documentation:**

- Survey data

**Contact Officer Details**

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### Supporting Information

#### **1. Background**

- 1.1 A request for a pedestrian crossing on Monk's Lane was considered by the Newbury Area Forum during its meeting in April 2004. The Forum gave approval for officers to undertake a survey on pedestrian and vehicle movements. This report investigates the feasibility of introducing a crossing facility on Monk's Lane.
- 1.2 Monk's Lane is approximately 7.0 metres wide single lane two-way carriageway, which is subject to a 30mph speed restriction. There is a footway on the northern side of the road and a shared footway / cycle facility on the southern side. To the north of Monk's Lane are residential properties with the Rugby Club and Surgery located to the south. There is also a footpath entrance to Park House School.
- 1.3 During the latest three year period there have been 3 recorded injury accidents on Monk's Lane between its junctions with Heather Gardens and the A343 Andover Road. None of these involved pedestrians.

#### **2. Results of Survey**

- 2.1 A survey of pedestrian movements across Monk's Lane was undertaken on 15<sup>th</sup> July 2004 between the hours of 7.00am and 7.00pm. The survey was from 50 metres west of its junction with Southlings to 100 metres east of Heather Gardens a length of approximately 400 metres. Given the length of the survey it was divided into eight sections with the busiest two sections being in the vicinity of its junction with Sutherlands.
- 2.2 A survey was also undertaken to determine the speed and volume of traffic using Monk's Lane. The results of the survey showed that the 85<sup>th</sup> percentile of speed of traffic, which is the speed at which up to 85% of traffic is travelling, was recorded at 37 mph and 39 mph for vehicles travelling eastbound and westbound respectively during a 24 hour period. A two way total of 9,042 vehicles were also recorded for the duration of the pedestrian survey.
- 2.3 The justification for a crossing facility is based on a formula, which comprises pedestrian crossing movements with vehicle movements during the busiest four hours of the day. The survey showed that there were 79 pedestrian movements during the busiest 4 hours with a total two way volume of traffic of 875 vehicles. Of the 79 pedestrian movements 63 were children.
- 2.4 The results of the survey show that the criteria for a formal crossing facility is not justified using the formula. However when assessing the possible provision of a pelican crossing other contributory factors can be taken into consideration, such as the need to cross the road to access certain facilities and the speed / volume of traffic. Since the Surgery and Rugby Club are located to the south of Monk's Lane and there is a demand for a crossing facility, a signalised crossing could be introduced on Monk's Lane to the west of its junction with Sutherlands.

### **3. Conclusion**

- 3.1 Whilst the criteria for a formal crossing is not strictly justified, the results of the survey do show that there is a need for pedestrians to cross the road in the vicinity of the Sutherlands junction. Given that the Surgery and Rugby Club are located to the south of Monk's Lane and in view of the speed of traffic using Monk's Lane it is considered that a formal signalised crossing facility could be introduced.
- 3.2 Pedestrian crossing facilities are normally funded from the Council's Capital Programme, but given that the criteria is not fully justified a crossing in this location is likely to be low on the priority list when compared to other crossing locations. However as this is a local issue the crossing facility could be partly funded by the Newbury Area Forum.

### **4. Recommendations**

- 4.1 That a formal signalised crossing facility be introduced, subject to funding, on Monk's Lane to the west of its junction with Sutherlands.
- 4.2 To introduce a signalised crossing facility would cost in the region of £27,000. If the Area Forum is in agreement to contribute approximately £19,000 towards a crossing facility the remaining balance could be met through the Capital Programme.