



## **EPSOM ROAD, LEATHERHEAD PROPOSED PEDESTRIAN CROSSING**

**Local Committee for Mole Valley  
23 February 2005**

### **KEY ISSUE:**

Members are asked to approve the statutory advertisement and consultation of a signal crossing on Epsom Road, Leatherhead adjacent to Forty Foot Road.

### **SUMMARY:**

This report considers the provision of a pedestrian crossing facility on the Epsom Road, Leatherhead in the vicinity of Downsend Lodge and St. Mary's School. The agreement of Members to the advertisement and consultation of what is considered to be the most appropriate form of crossing is sought. This scheme falls within the Safe Routes to School project and given the slowing down of other schemes within this project it is deemed appropriate to utilise some of the remaining SRTS funding available for the North of the District, this financial year on design. A safe routes to school prioritised list of schemes was agreed by a Members working group on 29<sup>th</sup> March 2004 and the top 3 schemes for the area were given approval for progression at this Committee on 26 May 04. Whilst the Epsom Road scheme was not in the top 3 highlighted, it is clear that this scheme would be one of the next 'batch' of schemes to move forward.

**OFFICER RECOMMENDATIONS:**

The Committee is asked to agree: -

- (i) That, subject to safety audit approval, the proposals to implement a signal controlled crossing on the Epsom road as shown in **ANNEXE 1** of this report be approved for progression and advertisement.
- (ii) That if deemed necessary and as described in paragraph 6.3 of this report, objections are formally considered by the Local Transport Director, the Chairman of this Committee and Locally Elected Members.

## **1.0 INTRODUCTION AND BACKGROUND**

- 1.1 Requests have been received by community groups and elected Members for a pedestrian crossing facility in Epsom Road, Leatherhead between Forty Foot Road and Daymerslea Ridge. An initial site investigation has established that the provision of pedestrian crossing facilities would serve to benefit pedestrian movements across Epsom Road at this location. Situated within the local area are the Downsend Lodge School and St Mary's Infant schools, Christ Church and hall, Leatherhead Hospital and clinic and a recreation ground all of which collectively contribute to pedestrian movements across Epsom Road throughout the day.
- 1.2 Epsom Road is a residential road running in an east west direction from Leatherhead to its junction with the A243/A24 roundabout. The road is a two-way, single carriageway at a width of approximately 7.5 metres wide. The pavement to the south side is 1.8m wide whilst the pavement to the north is above the standard and benefits from a width of approximately 4-5m. The road is street lit and subject to a 30mph speed limit and is fronted by residential properties along its length.

## **2.0 ANALYSIS AND COMMENTARY**

- 2.1 Pedestrian movements in the area are generated by a number of different sources. Site observations indicate that the main trip generator is the Downsend Lodge School located to the north of Epsom Road. St. Mary's School at the end of Forty Foot Road also generates pedestrian movements, although it is recognised that it may be closing in the future. Other sources of pedestrian trip generation are the recreation ground in Forty Foot Road and the Church. Mole Valley District Council has granted planning permission for the development of 51 sheltered flats along Epsom Road at the junction with Garlands Road and so it is expected that pedestrian movements will increase.
- 2.2 Measurements of the existing sightlines for both pedestrians and drivers have been carried out on site to ensure that a designated crossing point would meet the relevant sightline criteria. Table 1 of Local Transport Note 2/95 indicates that the desirable minimum visibility distance for a pedestrian crossing with 85th%ile speeds of 35mph is 80m (absolute minimum 65m). On site surveys indicate that visibility for pedestrians looking east is approximately 80m whilst pedestrians looking west can see for over 150m. Table 3 of TD9/93 of the Design Manual for Roads and Bridges indicates that the desirable minimum stopping sight distance for drivers at a design speed equating to a 30mph speed limit is 90m. On site surveys indicate that visibility over this distance can be met.

### **3.0 SURVEYS**

- 3.1 Pedestrian count surveys undertaken for a period of 12 hours between 0700hrs and 1700 hrs were carried out at the site on 1 February 2005. The survey shows pedestrian movements across Epsom Road throughout the day between Daymerslea Ridge and Garlands Road. Approximately 150 pedestrians were recorded as crossing Epsom Road between the extents of the survey site. The main desire line across Epsom Road was observed to be adjacent to Forty Foot Road. It was noted that the busiest crossing times were at school arrival and collection times. The full breakdown of the pedestrian surveys can be found in **ANNEXE 2**.
- 3.2 Full speed surveys are currently being undertaken and details will be tabled at Committee. Initial radar surveys show the 85th%ile speed recorded for westbound traffic was 34mph whilst the 85th%ile speed for eastbound traffic was recorded at 32mph.
- 3.3 In the period between 2002 and November 2004 there were three recorded injury accidents in Epsom Road between Garlands Road and Daymerslea Ridge, all of which were 'slight'.

### **4.0 OPTIONS CONSIDERED**

- 4.1 Following the relaxation of pedestrian crossing criteria in recent years, there is more flexibility in assessing the type of crossing suitable for implementation. Although the main purpose of 'feasibility' in this case is to investigate the feasibility of a signal controlled crossing, a short assessment of other forms of crossing has also been carried out.
- 4.2 **OPTION 1 - LOCALISED FOOTWAY WIDENING WITH UNCONTROLLED CROSSING POINTS**

The current width of footway to the south side of the Epsom Road is less than the minimum 2m width recommended in many design guides. The footway could be widened by reducing the carriageway width. An uncontrolled crossing point would assist pedestrians who are accompanied by young children in prams / buggies, by providing a flush crossing point, easily identifiable by all road users. Pedestrian crossing movements could also be channelled to the main crossing point by the use of guard railing. However, it is considered that a substantial amount of railings would be required to encourage use of the crossing point and that it would be difficult to install railings, over a long length, due to the proximity of accesses to properties.

4.3 **OPTION 2 - PEDESTRIAN REFUGE**

The combined width of the carriageway running lanes of Epsom Road is not currently wide enough to accommodate a pedestrian refuge, that is considered to be wide enough, without localised widening.

4.4 **OPTION 3 - ZEBRA CROSSING**

4.5 Zebra crossings are most suited to locations where pedestrian crossing flows are relatively low on lightly trafficked roads. Lower traffic levels help pedestrians to establish priority over traffic and the pedestrian stepping onto the crossing does this. In situations where higher traffic flows exist, younger or infirm pedestrians may feel it is hazardous to step onto the crossing where there are fewer perceived safe crossing opportunities. At sites where higher traffic speeds are experienced, pedestrians will require longer gaps in the traffic flow or be exposed to the risk of injury if the driver does not concede priority.

**5.0 SUGGESTED OPTION FOR IMPLEMENTATION**

5.1 **OPTION 4 – SIGNAL CONTROLLED CROSSING (PUFFIN CROSSING)**

Signal controlled crossings are most suitable at locations where traffic speeds and volumes are higher and there are greater numbers of pedestrians' crossings. In particular signal controlled crossings are easier for the elderly or mobility impaired pedestrians to cross, as they do not have to step out onto the crossing to establish priority.

5.2 The standard form of signal controlled pedestrian crossing, now being implemented for pedestrian only use, is a puffin crossing. Taking into consideration that the crossing is predominately serving pedestrians walking to the local school, combined with the measured speeds and volumes, it is thought this option is the most appropriate and is likely to encourage more pedestrian activity due to the extra feeling of security such a crossing provides. The surveys indicate that there is a pedestrian demand for a crossing throughout the day and therefore a puffin crossing should maintain drivers attention without the risk of drivers becoming accustomed to not being stopped.

5.3 **ANNEXE 1** shows an outline design of this option.

## **6.0 CONSULTATIONS**

- 6.1 A draft copy of this report has been circulated to the local District and County Council Members, the Mole Valley Access Group, Surrey Police, Fire and Ambulance emergency services, and Passenger Transport Group. Comments received will be tabled at this meeting if applicable.
- 6.2 It is suggested that a site meeting is held prior to statutory advertisement of the crossing with local Members, Surrey Police and residents. The purpose of this meeting would be to explain the proposed layout of the crossing on site and to address any possible concerns raised by those local residents that may be affected by the implementation of the crossing.
- 6.3 With this type of scheme there is no statutory requirement to consider and resolve any objections formally made during the advertising process. However, it may be prudent to treat any representations received in line with the procedures adopted for Traffic Regulation Orders.

## **7.0 FINANCIAL IMPLICATIONS**

- 7.1 It is estimated that the total scheme construction costs will be in the region of £50,000 including for the advertisement of the necessary legal notice. The scheme could be funded from the Local Transport Plan Safe Routes to School Programme in the Leatherhead implementation area.

## **8.0 SUSTAINABLE DEVELOPMENT IMPLICATIONS**

- 8.1 The provision of a signal controlled crossing will provide a safe crossing point for pedestrians wishing to cross Epsom Road to reach the local schools and other local amenities. In particular, the implementation of a crossing is likely to encourage a larger proportion of local journeys to be made on foot, thereby contributing towards the objectives and targets of the Local Transport Plan.

## **9.0 CRIME AND DISORDER IMPLICATIONS**

- 9.1 There are no crime and disorder implications associated with this report.

## **10.0 EQUALITIES IMPLICATIONS**

- 10.1 The implementation of improved pedestrian crossing facilities would be of benefit to the disabled and visually impaired pedestrians.

## **CONCLUSION AND REASONS FOR RECOMMENDATIONS**

Implementation is complete or progress has slowed with respect to the top priority Safe Routes to School schemes, in the Leatherhead implementation area. It is therefore considered to be appropriate to take forward the Epsom Road crossing scheme under the Safe Routes to School project. A working group meeting was held with Members of this Committee in March 2004 where schools' priorities were 'ranked'. The top three priorities, for the North of the District, were formally agreed by this Committee, in May 2004. This scheme is one of the next to be progressed in the order of priority. On consideration of the above factors, it is suggested that, subject to resolving any safety audit issues that may arise and subject to successful negotiations with local residents a 'puffin' crossing scheme is progressed. The installation of such a crossing would enable pedestrians to establish priority over traffic without the potential conflict of a zebra crossing.

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**BACKGROUND PAPERS:**

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