



**PETITION REPORT
HORLEY ROW ZEBRA CROSSING**

**SURREY COUNTY COUNCIL'S LOCAL COMMITTEE
(REIGATE AND BANSTEAD)**

4TH JUNE 2007

KEY ISSUE

To respond to the petition raised by parents and residents in Horley requesting that the zebra crossing on Horley Row be converted to a traffic signal crossing and determine what action may be taken to address the concerns raised.

SUMMARY

Receipt of a petition sent by Mr and Mrs A McKenzie, of 30 Charlesfield Road containing 615 signatures from local residents. The petition expresses concern regarding safety at the zebra crossing in Horley Row near Charlesfield Road. The petition states that:

“although there is good visibility from all directions, (unless vehicles are parked near the bins at the end of the zig-zag marking), vehicles do not stop to allow waiting people to cross and there have been several near misses. Random checks of the usage of the crossing indicate that one in three vehicles do not stop. Many parents with children travelling to and from school now avoid using the crossing because they feel it gives them a false impression of safety and cross at other places nearby, taking unwanted risks.”

The petition asks for the following alterations:

1. That the zebra crossing be converted to a traffic signal crossing;
2. Double yellow lines are implemented where necessary to avoid obstruction of the view of the crossing;
3. Review the parking for Kenya Court.

OFFICER RECOMMENDATION

The Local Committee is asked to approve:

- (i) An approach to the High Sheriff to implement a poster campaign in the short term;
- (ii) Development of a design to upgrade the site to a puffing crossing and to add this to the prioritised list of approved schemes to be undertaken as resources permit;
- (iii) When appropriate, the progression of the required statutory procedures and consultation;
- (iv) That the resolution of any representations as a result of the statutory procedures are delegated to the East Area Highways Group Manager in consultation with the Chairman and Locally elected Member(s);
- (v) Review the waiting restrictions in Horley Row in the next Horley Parking Review. In the meantime the proposal for additional yellow lines to be added to the database.

1 INTRODUCTION

- 1.1 A zebra crossing was introduced at this location in 2005 following requests from local residents and schools (Meath Green Infants and Junior schools) to improve facilities for pedestrians to cross the road. This was approved at the Local Committee at its meeting on 1st April 2003.
- 1.2 Prior to installation of the zebra there was an informal crossing comprising dropped kerbs and a pedestrian refuge.
- 1.3 Works undertaken when the zebra crossing was constructed included removal of the pedestrian refuge; narrowing of the carriageway and widening of the adjoining footways; installation of beacons and road markings in accordance with design standards and anti skid carriageway surfacing on the approaches.
- 1.4 The crossing is used by local people to access nearby shops, businesses and schools.
- 1.5 Since implementation of the zebra crossing complaints have been received from the members of the public and the Police that, on occasion, drivers fail to stop. The Police have questioned a number of drivers following such incidents and claims were made that the crossing was not easily seen, especially at night, although it was suspected that some of the instances investigated were due to non-compliance of drivers.
- 1.6 In relation to zebra crossings, the Highway Code states that drivers "must give way when someone has moved onto a crossing". However, drivers are not required to stop if pedestrians are waiting at the kerbside and it may be possible that some complaints are founded on a misunderstanding of the Code.
- 1.7 Following a drive through survey of the site, it was observed that a driver has first sight of the crossing at 190 metres when travelling from the west and at least 300 metres when travelling from the east. This meets the required visibility design standards for the speed of the road.
- 1.8 Records indicate that there were three personal injury accidents in the vicinity of the refuge island between 1999 and 2002, prior to the implementation of the zebra crossing, 2 of these involved pedestrians. Since implementation of the zebra crossing in 2005 there has been 1 personal injury accident and this involved a pedestrian.
- 1.9 Kenya Court is a private development currently without off-street parking, however a planning application for off-street parking has recently been approved on appeal. This will clear Horley Row of on-street parking along the frontage of Kenya Court.

2 RECENT IMPROVEMENTS

- 2.1 In response to previous complaints and in consultation with the Police the following measures have been undertaken:
- Introduction of illuminated signs advising drivers of a pedestrian crossing ahead.
 - A new street light on the south side of the road fitted with a special lantern designed for use with a crossing.
 - Replacement of the existing lantern on the north side of the road with a "crossing" style lantern.
 - Replacement of existing bolisha beacon heads with recently developed high intensity units.

3 FURTHER IMPROVEMENTS

- 3.1 The crossing could be made more noticeable by the reintroduction of the central refuge. However, even if the refuge were constructed below the recommended minimum width of 2.0 metres (which would be unlikely to meet the requirements of the Road Safety Audit Team), the adjoining footway would have to be narrowed to a width insufficient for the numbers of people likely to collect during peak times.
- 3.2 The introduction of a road table beneath the crossing may also be considered. This would slow traffic on the approaches to the crossing, but a table in isolation on a straight section of road would require complementary calming measures, statutory consultation and additional funding.
- 3.3 A low cost measure that may be possible in the short term would be to run a poster campaign in association with the initiative currently being sponsored by the High Sheriff. The posters provide a graphic representation of what may result if motorists travel too fast or fail to pay proper attention to how they drive.
- 3.4 A vehicle actuated sign (VAS) was recently purchased for Horley West, which is to be moved around four sites. Horley Row is planned to be one of these sites and arrangements could be made to move the VAS to this location and perhaps further seek to provide a permanent VAS at this location. The estimated cost of such a sign is in the region of £4,500.
- 3.5 A long-term option would be to upgrade the facility to a puffin crossing complete with high intensity signal heads. The traffic signals may be more readily noticed by drivers and non compliance would be far less likely. A Puffin crossing has the facility to detect pedestrians and extend the "green man" time to allow all pedestrians to cross. It is proposed that a design be prepared to upgrade the site to a puffin crossing and to add this to the prioritised list of approved schemes to be undertaken as resources allow. It is not possible at this stage to confirm when implementation of such a crossing could take place.
- 3.6 Additional yellow lines could be considered and if applicable implemented the next time the Horley Parking Restrictions are reviewed. This request has been added to parking requests database that is used when considering amendments to parking restrictions in a given area.

4 FINANCIAL IMPLICATIONS

- 4.1 Given utility diversions may be required in order to widen the carriageway, the cost of providing an island in association with the existing zebra crossing would be estimated in the region of £30,000.
- 4.2 A road table would necessitate relaying the existing kerbs and footways and overlay of the carriageway. Signs alerting drivers to the presence of calming would also be required together with a minimum of two speed cushions on each approach. Costs are estimated between £25,000 and £30,000.
- 4.3 It may be possible to arrange for a poster campaign for minimal cost subject to the agreement of the High Sheriff. However, the graphic visual nature of the posters has attracted complaint in the past, especially from parents of small children.
- 4.4 In order to convert the crossing to a puffin, new traffic signal equipment, duct infrastructure and traffic detection system would be necessary. The dropped kerbs and footway works would already be in place, however. At this stage the estimated cost of such a facility would be in the region of £60,000.

5 CONCLUSIONS

- 5.1 Despite the additional works recently implemented to improve drivers' perception of the zebra crossing, the petition received demonstrates that issues still exist.
- 5.2 Some benefit may be achieved from a poster campaign to highlight driver awareness. However this may be viewed as a high initial impact, short-term solution only.
- 5.3 There appears to be little more that could be done within a modest budget to enhance the long term safety at the zebra crossing and any further benefit may best be achieved by upgrading the facility to a puffin crossing. This will be dependent upon completion of a design layout and the availability of funding. It is not possible at this stage to confirm when implementation of such a crossing could take place.

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ANNEX A: LOCATION PLAN

