



OFFICER REPORT TO LOCAL COMMITTEE (REIGATE & BANSTEAD)

A242 GATTON PARK ROAD, REDHILL PROPOSED PEDESTRIAN CROSSING

20 SEPTEMBER 2010

KEY ISSUE

To consider the introduction of a toucan crossing on the A242 Gatton Park Road, east of Monson Road, Redhill.

SUMMARY

A petition was submitted to Local Committee on 21 June 2010 requesting the construction of a signalised crossing of the A242 by the pedestrian access to the Royal Alexandra and Albert School. A review of safety issues at this location is on the priority list of Integrated Transport Schemes for Reigate and Banstead, agreed in principle by Local Committee in July 2009, and was due to be carried out this financial year. The petitioners were advised that there had been no budget allocated for the scheme in 2010/11.

Following the Local Committee's response to their petition, the Trust of the Royal Alexandra and Albert School came forward with an offer to fund a signalised crossing. The County has worked with the school and Reigate and Banstead Borough Council to develop a scheme for a toucan crossing on the A242 Gatton Park Road, east of Monson Road. This will provide a signalised crossing point for both pedestrian and cyclists and is consistent with the objectives set out in the Royal Alexandra and Albert's School Travel Plan.

OFFICER RECOMMENDATIONS

The Local Committee (Reigate and Banstead) is asked to agree that:

- (i) The toucan crossing as shown in Annex A be approved for construction.

1 INTRODUCTION AND BACKGROUND

- 1.1 The Royal Alexandra and Albert School is located in Gatton Park with vehicular access via Rocky Lane and an additional pedestrian entrance on the A242 Gatton Park Road, opposite Monson Road. There is no footway on the school side of Gatton Park Road and no pedestrian crossing point in the vicinity of the school. The speed limit in this section of Gatton Park Road is 30mph.
- 1.2 Funded from the Safer Routes to School allocation, feasibility work was carried out in 2007 and a layout produced for a puffin crossing in Gatton Park Road east of Monson Road. A Stage 1 Road Safety Audit was carried out but there was insufficient funding available at that time to proceed with the detailed design and implementation of the crossing.
- 1.3 A review of safety issues in Gatton Park Road near Monson Road is on the priority list of Integrated Transport Schemes for Reigate and Banstead, agreed in principle by Local Committee in July 2009, and was due to be carried out this financial year.
- 1.4 A petition was submitted to Local Committee on 21 June 2010 requesting the construction of a signalised crossing of the A242 by the pedestrian access to the Royal Alexandra and Albert School. The petitioners were advised that there no Local Transport Plan or Local Allocation budgets had been allocated for Integrated Transport Schemes in Reigate and Banstead in 2010/11 and the review of safety issues at this location would remain on the priority list of Integrated Transport Schemes.
- 1.5 Following the Local Committee's response to the petition, the Trust of the Royal Alexandra and Albert School came forward with an offer to fund a signalised crossing of the A242 Gatton Park Road in the vicinity of the pedestrian gate.

2 ANALYSIS

- 2.1 There have been 7 recorded personal injury accidents in Gatton Park Road at the junction of Monson Road over the past 10 years, as shown in the table below. Of these, 3 involved pedestrians, all of which were children.

Year	Slight	Serious	Fatal
2000	2 (1 child)	0	0
2002	0	1	0
2004	1 (child)	0	0
2006	1 (child)	0	0
2007	1	0	0
2008	1	0	0
Total	6	1	0

- 2.2 The school currently has 820 pupils on its role. Of these 410 are boarders and 410 are either day boarders who arrive daily between 7.30am and 8.30am and leave between 6.00pm and 8.00pm or day pupils who arrive at 8.30am and leave at the end of the school day at 3.30pm. The catchment area for day boarder/day pupils has reduced significantly in recent years and applicants

now need to live within about 1 mile from the school to have a chance of gaining admission, giving the potential for significant numbers of pupils to walk/cycle to school. The older boarding pupils also use the pedestrian gate after school and at weekends to access amenities in Redhill.

- 2.3 The school is also opening a Sixth Form in September 2010 which will be working closely with other local schools, with a number of pupils attending courses at these schools (and vice versa). These pupils will be expected to walk to the other schools, using the pedestrian gate and crossing Gatton Park Road.
- 2.4 The school has an approved School Travel Plan, one of the objectives of which is to reduce car trips and encourage sustainable travel mode. The school has set a target of increasing the amount of pupils cycling/walking by 15%. One of the actions identified is to improve safety at the pedestrian entrance to the school on the A242. The school is involved in the Bike It initiative and is also providing additional cycle storage facilities on site.

3 OPTIONS

3.1 Do nothing

The Local Committee could decide not to proceed with any form of pedestrian crossing. This would not address the acknowledged child pedestrian demand on the A242 Gatton Park Road at the pedestrian entrance to the school and would not reflect the level of support expressed by Members to the petition presented in June 2010.

3.2 Pedestrian refuge island

An informal crossing point which give no priority to pedestrians, a refuge island allows people to cross one direction of traffic flow at a time when there are gaps in the traffic. A minimum road width of 8.0 metres would be required to provide a 2.0 metre refuge. Gatton Park Road is approximately 7.0 metres wide and so local carriageway widening would be required.

3.3 Zebra crossing

Pedestrians are given precedence over traffic when stepping onto the crossing with minimum delay to pedestrians when provided in the right location. Guidance recommends that zebra crossings are not provided where 85th percentile speeds are 35mph or above. Site observations suggest that this criterion would not be met in Gatton Park Road. Zebra crossings are also not suitable where pedestrian flows are low in relation to the volume of traffic, as drivers do not expect to stop.

3.4 Pelican crossing

A signalised crossing is used where vehicle flows are high and pedestrians would have difficult in asserting precedence or finding a safe gap. The red/green man display for pedestrians is located on the opposite side of the road from where pedestrians are waiting and the signal sequence includes a flashing amber to traffic to indicate vehicles can proceed if it is safe to do so. Unlike a puffin crossing (see below), a pelican crossing responds to pedestrian demand regardless of whether the pedestrian is still waiting to cross.

3.5 Puffin crossing

Puffin crossings incorporate the red man/green man display for pedestrians within the push button unit on the same side of the road where pedestrians are waiting to cross. There is no flashing amber signal, with the signals following the same sequence as signals at junctions. Detection enables pedestrian demands to be cancelled if no longer required or extended if people are still on the crossing.

The Department for Transport's intention is that the puffin crossing will become the standard form of signalised crossing facility. However, Surrey County Council's good practice guidance recognises that, whilst there may be benefits from using puffins, as yet there is no long term evidence to suggest other than assessing each location on its individual merits. The crossing in Gatton Park Road near Carlton Road is a puffin and it would be appropriate to use the same form of facility at the proposed crossing near Monson Road for consistency for both drivers and pedestrians.

3.6 Toucan crossing

A toucan crossing can operate as either a pelican or a puffin but is available for use by cyclists. It requires sufficient footway width to enable cyclists to share the footways on either side of the crossing with pedestrians and provision to take cyclists on and off the carriageway. Given the Royal Alexandra and Albert's promotion of cycling, it is proposed that a toucan crossing is the preferred option, operating under puffin signal control.

4 PROPOSALS

4.1 County officers have worked with Borough officers and the school to develop a proposal for a toucan crossing. The proposed pedestrian crossing is shown in Annex A and summarised below.

- (i) toucan crossing using puffin form of signal control
- (ii) located east of Monson Road where the crossing will not impinge on access to residential properties or adversely affect sight lines to and from Monson Road
- (iii) minor widening of the southern footway to accommodate cycle access to/from carriageway
- (iv) construction of footway on northern verge
- (v) short lengths of shared footway to enable cyclists to access the toucan crossing
- (vi) tactile paving
- (vii) guard railing on northern footway to direct pedestrians and cyclists to the crossing point and retain them on the new area of footway
- (viii) existing pedestrian gate closed and new access created
- (ix) high friction surfacing on vehicle approaches to crossing

4.2 The scheme will include a review of nearby street lighting to ensure illumination levels in the vicinity meet the necessary standards, taking into account the planned changes programmed as part of the upgrading of all street lighting in Surrey.

5 CONSULTATIONS

- 5.1 A stage 1 Road Safety Audit of the original puffin crossing proposal at the same location identified a couple of minor maintenance issues which will be addressed within the final design. It also recommended that the existing pedestrian access be closed and a new access constructed to deter pedestrians continuing to cross directly to Monson Road rather than divert to the proposed crossing. This has been incorporated as part of the revised proposal.
- 5.2 Implementation of the crossing will be subject to statutory consultation with the Police and other emergency services. Residents in the immediate vicinity of the proposed crossing will also be informed of the proposal and given the opportunity to comment.
- 5.3 Officers are working with the Royal Alexandra and Albert School during the design process and the school is supportive of the proposed toucan crossing.

6 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 6.1 The Trust of the Royal Alexandra and Albert School has approved funding of up to £80,000 for the design and implementation of a pedestrian crossing in Gatton Park Road.
- 6.2 Initial estimates suggest that the proposed toucan crossing can be constructed within the £80,000 budget for this project, subject to there being no need to divert statutory undertakers' equipment. Should additional funding be required, the Trust has indicated that they would not be prepared to provide any further contribution. However, Borough Officers have indicated that s106 development monies could be made available to fund any shortfall, subject to approval by Reigate and Banstead's Member Steering Group.

7 EQUALITIES AND DIVERSITY IMPLICATIONS

- 7.1 The provision of a crossing facility will encourage pupils to walk and cycle to the Royal Alexandra and Albert School.

8 CRIME AND DISORDER IMPLICATIONS

- 8.1 There are no crime and disorder implications arising from this report.

9 CONCLUSION AND RECOMMENDATIONS

- 9.1 Consideration has been given to the various options available to provide for pedestrians crossing the A242 Gatton Park Road at the pedestrian access to the Royal Alexandra and Albert School. The volume and speed of traffic on the A242 is such that any crossing facility should be signal controlled. Provision of a toucan crossing facility will cater for both pedestrians and cyclists and will address the issues raised by the petition submitted to Local Committee in June 2010.

- 9.2 It is therefore proposed that a toucan crossing be provided on the A242 Gatton Park Road, east of Monson Road.

10 REASONS FOR RECOMMENDATIONS

- 10.1 To provide for existing and identified future demand for a crossing facility in the vicinity of the pedestrian access to the Alexandra and Albert School.
- 10.2 To encourage walking and cycling to the Royal Alexandra and Albert School.
- 10.3 To address the concerns of pupils, parents, staff and visitors to the school, as set out in the petition submitted to Local Committee in June 2010.
- 10.4 To support the aims and objectives of the Royal Alexandra and Albert School Travel Plan.

11 WHAT HAPPENS NEXT

- 11.1 A stage 2 Road Safety Audit will be carried out and the detailed design finalised, taking into account any recommendations arising out of the stage 2 audit. A detailed estimate will be prepared and if necessary, s106 money will be sought from Reigate & Banstead Borough Council. Statutory consultation will be carried out with the Police and the proposed toucan crossing advertised in accordance with the 1984 Road Traffic Regulation Act. Comments will be sought from local residents in the immediate vicinity of the proposed crossing. Construction is anticipated to be carried out in Spring 2011.

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BACKGROUND PAPERS: Stage 1 Road Safety Audit
 Royal Alexandra and Albert School Petition
 Report to Local Committee – 21 June 2010, item 5b
 Royal Alexandra and Albert School Travel Plan