

## **Item 25**

### **WINDSOR ROAD PEDESTRIAN CROSSING PETITION RESPONSE**

**SURREY COUNTY COUNCIL'S  
LOCAL COMMITTEE (SURREY HEATH)**

**19<sup>th</sup> October 2006**

### **KEY ISSUE:**

This report updates members on the response to the Windsor Road Pedestrian Crossing petition.

### **SUMMARY:**

A petition concerning the provision of a pedestrian crossing and its type was presented to the Local Committee on 18<sup>th</sup> July 2006. A written response was sent to the petition representative on 29<sup>th</sup> September 2006.

### **OFFICER RECOMMENDATIONS:**

That the Local Committee notes the attached response.

### **CONSULTATION**

1. None.

### **FINANCIAL IMPLICATIONS**

2. Any future measures will incur additional costs.

### **SUSTAINABLE DEVELOPMENT IMPLICATIONS**

3. None.

### **CRIME & DISORDER IMPLICATIONS**

4. None.

### **EQUALITIES IMPLICATIONS**

5. None

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<b>BACKGROUND PAPERS:</b>	<b>None</b>
<b>Number of Annexes:</b>	<b>1</b>

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Our ref: B383/ILH  
Your ref:

29<sup>th</sup> September 2006

Dear Cllr Axtell

### **Petition for a Pedestrian Crossing**

I refer to the petition presented to the Local Committee in Surrey Heath on 18<sup>th</sup> July 2006. I apologise for the delay in responding, which has been due to other commitments.

The petition indicates an expectation that a signal-controlled crossing was to be constructed and that the local community wish the current crossing to be changed.

Surrey progresses many schemes and projects but are not generally able to do so within the timescales demanded by those that seek them. This is due to the manner in which funding is allocated, the need to prioritise and Surrey's available resources. From the original petition it was evident that the community wanted a crossing quickly and the transport service concluded that if this were to be provided within a reasonable timescale it had to be affordable. The zebra crossing scheme was affordable and achievable within the timescales and a reason why this scheme was promoted.

From Surrey's viewpoint the scheme has been set out at each stage. Reference to a Controlled Zebra Crossing has been indicated within all relevant material and includes the consultation letters, the Committee report of the 21 July 2005, press releases and the statutory notices for the crossing and speed limit changes. If the reference 'controlled' has led to any confusion then I apologise. However, a zebra crossing is classed as 'controlled' and refers to the area (zig-zag and give way markings) laid out in accordance with the Zebra, Pelican and Puffin Pedestrian Crossings Regulations 1997.

It is also derived from the presentation of the petition that the current zebra crossing is perceived to be less safe than a signal-controlled variety. In fact the Department for Transport indicate 'that there is little difference in the average rate of personal injury accidents (PIA's) at zebra and signal-controlled types'. This is certainly borne out by data within Surrey Heath where in 2003, 2004, 2005 and up to May 2006 there had been 3 PIA's at zebra crossing sites. This sample includes 8 zebra crossings and only one accident included a pedestrian, the others being vehicular shunt type accidents.

I am in no doubt of the perception locally. However, I would fall short of recommending the conversion to a signal-controlled crossing at this time. The current crossing continues to operate as it should and benefits from good visibility. Notwithstanding that we will always seek improvement where valid concerns have been raised. For example, the approach speed has been raised and this matter is continuing to be discussed with the Police to determine an appropriate course of action.

Should you wish to discuss this response then please do contact me.

Yours sincerely

Ian Haller  
Local Transportation Manager