



OFFICER REPORT TO LOCAL COMMITTEE
(Surrey Heath)

**Response to Petition concerning Martindale Avenue,
Camberley – proposed new Zebra Crossing**

9 July 2009

KEY ISSUE

A petition was received on 29th January 2009 calling for Surrey County Council to improve road safety in Martindale Avenue. Simultaneously Surrey County Council has been considering the feasibility of a new Zebra Crossing in Martindale Avenue.

SUMMARY

The petition received on 29th January 2009 called for a number of measures:

- 20mph speed limits;
- high visibility warning signs;
- a traffic light pedestrian crossing outside the entrance to Heather Ridge Infant School;
- restrictions to be imposed on delivery / collection times for large vehicles to nearby premises.

A 20mph speed limit is not considered feasible at the present time, and Surrey County Council has no powers to restrict delivery / collection times for large vehicles to nearby premises.

It would be feasible to introduce either a new Zebra Crossing or a new humped Zebra Crossing near the entrance to Heather Ridge Infant School. This would be accompanied by appropriate warning signage.

OFFICER RECOMMENDATIONS

The Local Committee (Surrey Heath):

- i. Agrees to progress outline design for both a Zebra Crossing and a humped Zebra Crossing in Martindale Avenue, at the approximate location shown in Annex A, to a point where accurate costs may be calculated;
- ii. Agrees that the Local Highway Manager be authorised to select the most appropriate new crossing in consultation with the Chairman and Local Member;
- iii. Agrees to the detailed design and construction of the selected new crossing;
- iv. Agrees to advertise the statutory notice for the Zebra Crossing, and if appropriate the statutory notice for the road hump, and that any maintained objections be reported to a future meeting of the Local Committee for consideration before construction commences.

INTRODUCTION AND BACKGROUND

1. A petition was received on 29th January 2009 calling for a number of measures:
 - 20mph speed limits;
 - high visibility warning signs;
 - a traffic light pedestrian crossing outside the entrance to Heather Ridge Infant School;
 - restrictions to be imposed on delivery / collection times for large vehicles to nearby premises.
2. The petition further alleges that large vans and delivery lorries routinely block the carriageway and footways at the busiest times of day for Heather Ridge Infant School and Heatherside Nursery, obstructing visibility for drivers and obstructing passage for pedestrians.
3. The petition has 81 signatories representing 78 households. The full text of the petition is reproduced in Annex A. It was accompanied by a letter from the Chair of Heatheridge School PTA, requesting the installation of a new formal pedestrian crossing on Martindale Avenue.
4. Surrey County Council had previously identified Martindale Avenue as a site for a possible new pedestrian crossing.

ANALYSIS

20 mph speed limit

5. Table 1 summarises traffic survey data collected in November 2008. The survey equipment was placed in Martindale Avenue at the bus stop nearest Heather Ridge Infant School, for a period of 7 days. Traffic speeds suggest a very good level of compliance with the current 30mph speed limit.

Northeast	
Max 85th %ile speed	29.0mph
Max mean speed	23.3mph
Max daily volume	1805 vehicles
Southwest	
Max 85th %ile speed	26.0mph
Max mean speed	18.8mph
Max daily volume	2092 vehicles

Table 1 – traffic survey data

6. There have been no Personal Injury Accidents in Martindale Avenue for the last 3 years, the period normally used for comparing different sites. In fact there have been no Personal Injury Accidents in Martindale Avenue since 2001. Committee should note that Surrey County Council has no record of damage only accidents or near misses, as there is no legal obligation for these to be reported to the Police. This is a very good accident record.
7. Regulations allow for two methods of introducing a 20mph speed limit:

- A 20mph limit, indicated by terminal and repeater signs;
 - A 20mph zone using speed limit terminal signs together with suitable traffic calming measures to provide a self-enforcing environment.
8. A 20mph limit is only appropriate where traffic speeds are already low, and further traffic calming measures are not needed. The 85th percentile speed would have to be 24mph or less. In this case, the 85th percentile speeds are not sufficiently low to introduce a 20mph limit.
 9. A 20mph zone could be introduced, and appropriate traffic calming measures constructed to reduce traffic speeds. Speed reduction could be achieved by introducing vertical deflections (road humps). However such a scheme would be highly expensive, and would require substantial works:
 - Construction of the vertical deflections themselves
 - Drainage works to prevent ponding upstream of the vertical deflections
 - Street lighting improvements to ensure compliance with latest standards for illumination of the vertical deflections.
 - Installation of traffic signs to warn drivers
 10. It would be difficult to justify the substantial expenditure needed to introduce a 20mph zone, given the very good accident record. Therefore it is not considered feasible to introduce a 20mph zone at the present time.

Formal pedestrian crossing

11. Pedestrian crossing counts were completed on Tuesday 2nd June, a typical week day during the school term. The results are presented in Annex B. The section of Martindale Avenue by the Community Centre and the entrance to Heather Ridge Infants' School is by far the most popular section for pedestrians to crossing the road, with 773 crossing movements counted in a 12 hour period, of which 221 were children.
12. Given the number of pedestrian crossing movements, a new formal crossing by the Community Centre and the entrance to Heather Ridge Infants' School would be well used. The most appropriate crossing for this site would be a Zebra Crossing, as traffic speeds and volume are low. Traffic signal controlled crossings are appropriate for locations with higher traffic speeds (85th percentile speeds of 35mph or greater) or higher traffic volumes (24 hour bi-directional flow of 15,000 or greater).
13. Annex C shows the suggested location of a new Zebra Crossing. A new crossing could be constructed at this location for a cost of approximately £50,000, including design fees and statutory procedures.
14. It would also be possible to introduce a new humped Zebra Crossing at this site. This could be constructed for a cost of approximately £80,000, including design fees and statutory procedures. The main advantage of a humped Zebra is that traffic would be slowed at the pedestrian crossing point. A side benefit could be reduced overall traffic speeds in this section of Martindale Avenue.
15. It is recommended to install either a new Zebra Crossing or a new humped Zebra Crossing in Martindale Avenue. To this end it is recommended to develop the outline design for both options to a point where accurate costs may be calculated. At this point it would be possible to make an informed decision as to whether the additional benefit of a humped crossing would justify the additional

cost, noting that traffic speeds are already low, and that Martindale Avenue has a very good accident record. It is suggested that this decision should be delegated to the Local Highway Manager in consultation with the Chairman and Local Member.

High visibility warning signs

16. If a new Zebra Crossing or humped Zebra Crossing were to be installed in Martindale Avenue, as recommended, this would be accompanied by new warning signs on the approaches.

Restrictions on delivery / collection times

17. Surrey County Council has no powers to impose restrictions on delivery and collection times to any premises. Any obstruction of carriageway or footway by large vehicles is a matter for Surrey Police.
18. It would be possible to impose loading restrictions in Martindale Avenue, which would make loading and unloading of vehicles in Martindale Avenue itself unlawful at certain times of day. However such new restrictions would most likely be ineffectual without near continuous enforcement, which is not likely in this location. Therefore it is not recommended to consider new loading restrictions in Martindale Avenue.

CONSULTATION

19. Surrey County Council has consulted the Headteacher of Heather Ridge Infants' School, who would be very supportive of any proposal for a new Zebra Crossing as recommended above. The Headteacher would prefer a new humped Zebra Crossing.
20. Surrey Police have been consulted. Surrey Police would support the introduction of a new Zebra Crossing, and felt that a humped Zebra Crossing would offer further benefits in terms of reduced speeds in the area.

FINANCIAL IMPLICATIONS

21. If Committee were to approve the construction of a new Zebra Crossing or humped Zebra Crossing as recommended, funding of up to approximately £80,000 would be required. A more accurate cost would be calculated early in the design process.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

22. The introduction of a new Zebra Crossing would enhance accessibility for pedestrians in this location. Such measures generally encourage people to walk, rather than to drive. It is normally impossible to predict or assess this effect quantitatively for individual sites.

CRIME & DISORDER IMPLICATIONS

23. None.

EQUALITIES IMPLICATIONS

24. The introduction of a new Zebra Crossing would be of particular benefit to vulnerable pedestrians – the very young, very old and disabled. Generally speaking these groups find crossing roads to be difficult without formal facilities.

CONCLUSION & REASONS FOR RECOMMENDATIONS

25. It is recommended that Surrey County Council's response to the petition received on 29th January 2009 should be to design and construct a new Zebra Crossing or humped Zebra Crossing in Martindale Avenue, at the location shown in Annex C.
26. Improved pedestrian crossing facilities contribute to Surrey County Council's Local Transport Plan objective to improve accessibility. A new Crossing in the recommended location would be well used and would improve accessibility for pedestrians in the vicinity, and in particular vulnerable pedestrians.

WHAT HAPPENS NEXT

27. If Committee were to approve the recommendation, Surrey County Council would commission the design, and in due course advertise the necessary statutory notices. Construction of the new crossing could then be programmed following Member review of priorities.

LEAD OFFICER: Ian Haller, Local Highway Manager

TELEPHONE NUMBER: 08456 009 009

E-MAIL: wah@surreycc.gov.uk

CONTACT OFFICER: Nick Healey, Engineer

TELEPHONE NUMBER: 01483 519 553

E-MAIL: nicholas.healey@surreycc.gov.uk

BACKGROUND**PAPERS:**

Version No.2 Date: 30/06/09 Time: 1622 Initials: NEH No of annexes: 3