

**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (SURREY HEATH)****DATE: 2 JULY 2015****LEAD OFFICER: ANDREW MILNE****SUBJECT: PETITION RESPONSE – KINGSTON ROAD CROSSING****DIVISION: SURREY HEATH**

<b><u>SUMMARY OF ISSUE:</u></b>
<p>Response to petition received at the Local Area Committee in March 2015. The petition requested a review of the traffic calming measures on Kingston Road, Old Dean, and introduction of a Zebra crossing.</p> <p>The petition stated: We the undersigned petition Surrey County Council to: 'Put a zebra crossing on Kingston Road/ Road safety and improve the roads'</p>
<b><u>RECOMMENDATIONS:</u></b>
<p><b>The Local Committee (Surrey Heath) is asked to note:</b></p> <ul style="list-style-type: none"> <li>(i) Formal assessment of the benefits of removing the priority give way points and introduction of a controlled crossing has been delayed due to non-typical traffic flow outside the school prior to providing a response to the report.</li> <li>(ii) As the purpose of the features have been to reduce the number of personal injury collisions, and data shows it to have worked, removal of the features has to be carefully assessed to avoid the possibility increasing the number of collisions at the site.</li> <li>(iii) This location has been added to the safety outside schools assessments. Given the time in the school year, the assessment is likely to happen in the first term of the new academic year.</li> </ul>
<b><u>REASONS FOR RECOMMENDATIONS:</u></b>
<p>Issues with traffic flow on the A30 has lead to non-typical traffic flow outside the school. As a result, results of the assessments would likely to have been skewed and potentially lead to an incorrect assessment of the situation.</p>

## **1. INTRODUCTION AND BACKGROUND:**

- 1.1 Traffic calming measures along Upper College Ride and Kingston Road were introduced in 1997 to resolve an issue with personal injury collisions along the two roads.
- 1.2 The traffic calming measures were introduced to improve safety on the highway. These features include a combination of traffic cushions, traffic tables, and priority give way points. The priority give way points also include a separate area for cyclists to pass without restriction.
- 1.3 An assessment of the features was undertaken in 2003 to review their effectiveness and determine whether they should be removed. The report found that removal of the features could directly impact on the safety of all highway users. The review recommended the features be retained.
- 1.4 The location of the crossing is requested near to the priority give way point, north east of the junction with Ballard Road. The crossing is expected to make use of the speed table already in place.
- 1.5 In addition to providing a Zebra crossing, it is requested that the scheme remove the priority give way points. The students felt that the priority give way points did not work as efficiently as expected and replacement with a zebra crossing would improve safety for pedestrians.

## **2. ANALYSIS:**

- 2.1 Accident data shows a single personal injury collision involving a pedestrian on Kingston Road in 2014. The collision happened on a Wednesday morning in March. It is unclear exactly where the collision happened, but it appears to be near the junction with Ballard Road. This is the only pedestrian injury collision in the previous 10 years.
- 2.2 The low number of collisions on the road suggests that the risk of further collisions in the future is limited when compared to other locations within Surrey Heath and that no further works are required to resolve safety problems at this time.
- 2.3 Issues with the traffic signals at the junction between Caesars Camp Road and Guildford Road (A30) have meant that an assessment of the priority give way points has not been undertaken. Additional delays caused by the issue would likely have affected the flow through the area and the assessment the area. As a result the assessment would have been based on non-typical traffic flow and potentially given an incorrect view of the features.
- 2.4 Given that the traffic calming features were introduced to reduce the number of personal injury collisions on the highway, any plans to alter them have to be carefully managed to minimise the risk of undoing the good work the traffic calming features have had on accidents. As a result no formal assessment of the request to remove the priority give way points has been undertaken in this response.

2.5 However, given the proximity of the location to Collingwood College, and the heavy use by students, a request has been made for this location to be added to the list of sites for safety outside schools assessment.

### **3. OPTIONS:**

3.1 The contents of this report are only for consideration at this point.

### **4. CONSULTATIONS:**

4.1 No consultation is required at this point.

### **5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

5.1 There are no financial implications on this report at this point.

### **6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

6.1 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding. Appropriate and proportionate consultation is carried out with residents, and bodies representing particular user groups, to ensure that the interests of all highway users are considered.

### **7. LOCALISM:**

7.1 Through the views and needs expressed by local communities, and accommodating where possible the involvement of local communities in looking after the public highway, localism is routinely considered as part of the consultation and bidding processes for highway-related works. Specific details regarding localism are included in individual reports as appropriate.

### **8. OTHER IMPLICATIONS:**

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report.
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report.
Corporate Parenting/Looked After Children	No significant implications arising from this report.
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report.
Public Health	No significant implications arising from this report.

### **9. CONCLUSION AND RECOMMENDATIONS:**

9.1 Formal assessment of the benefits of removing the priority give way points and introduction of a controlled crossing has been delayed due to non-typical traffic flow outside the school prior to providing a response to the report.

9.2 As the purpose of the features have been to reduce the number of personal injury collisions, and data shows it to have worked, removal of the features

has to be carefully assessed to avoid the possibility increasing the number of collisions at the site.

- 9.3 This location has been added to the safety outside schools assessments. Given the time in the school year, the assessment is likely to happen in the first term of the new academic year.

**10. WHAT HAPPENS NEXT:**

- 10.1 The location has been added to the list of sites for a safety outside schools assessment. An assessment of the safety outside the school will be undertaken, including whether to remove the pinch points on Kingston Road, and a response brought to the Local Area Committee in an upcoming meeting.

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**Contact Officer:**

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**Consulted:**

**Annexes:**

**Sources/background papers:**

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