

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (SURREY HEATH)****DATE:** 10 MARCH 2016**LEAD OFFICER:** ANDREW MILNE**SUBJECT:** PETITION RESPONSE – Kingston Road, Camberley - Request for Zebra Crossing**DIVISION:** CAMBERLEY EAST**SUMMARY OF ISSUE:**

The Local Committee received a petition at its meeting on the 12 March 2015 that was backed by 141 signatures requesting the installation of a Zebra Crossing on Kingston Road, Old Dean.

The petition added: "We are petitioning to replace the chicane on Kingston Road with a zebra crossing. We think this will make the roads safer and less dangerous to cross for local residents, including students from both Collingwood and Cordwalles schools. When the local schools start and finish there are lots of people getting picked up from the schools, which causes lots of traffic along Kingston Road. The school children walking home find it difficult to cross the road as they have to walk between the cars to cross, because of the traffic caused by the chicane. There are speed bumps and ways of slowing down the cars, however there are not many ways to cross the road. Also one of the speed bumps has worn down and no longer serves its purpose. We were hoping a crossing might be able to be put into place".

RECOMMENDATIONS:

The Local Committee (Surrey Heath) is asked to agree that:

- (i) No further action is taken at present and the existing raised table and priority give-way are retained.
- (ii) The condition of the raised table will be assessed and any repairs necessary to ensure it continues to function as intended will be arranged.

REASONS FOR RECOMMENDATIONS:

A review of the existing traffic calming and pedestrian crossing features outside Collingwood College has been undertaken jointly by Surrey County Council and Surrey Police.

The review determined that the combination of the traffic calming features and pedestrian facilities help maintain an appropriate balance between vehicle and pedestrian movements, with pedestrians generally being able to cross the road without difficulty.

The review also noted that Kingston Road has a good safety record with no personally injury collisions having occurred near the location of the requested zebra

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crossing in the last 10 years and only one slight personal injury collision having occurred along the complete length of the road in the last 3 years.

1. INTRODUCTION AND BACKGROUND:

- 1.1 Kingston Road (D3420) is a publically maintained road connecting Upper College Ride with Mitcham Road. The road is defined as an urban road due to the system of street lighting and subsequently has a 30mph speed limit.
- 1.2 There are existing traffic calming features (consisting of a combination of priority give-ways, raised tables and speed cushions) along Kingston Road and Upper College Ride. These measures were installed in 1997 to reduce the number and severity of personal injury collisions along the route.
- 1.3 Collingwood College has a separate access and egress onto Kingston Road, positioned between 140m and 240m from the junction with Upper College Ride.
- 1.4 The Cordwalles Junior School site is adjacent to Kingston Road although the main access is on Berkshire Road.
- 1.5 The Cordwalles Junior School does not currently have a school travel plan. (A school travel plan is a strategy which aims to encourage parents and children to use alternatives to cars when travelling to and from school).

2. ANALYSIS:

- 2.1 Officers from Surrey County Council's Area Highway team and Road Safety team undertook a site visit with Surrey Police to review both the layout of the current traffic calming and the effect it has on pedestrian safety on the road. The site visit showed that approximately 120 students crossed Kingston Road before school starts and after school closes.
- 2.2 Although not a controlled crossing, the raised table west of the school's exit attracts pedestrians to cross due to the combination of the raised table and priority give way. The two features in combination force traffic to slow and reduce it to a single flow. The raised table also makes crossing easier for those with wheelchairs or pushchairs.
- 2.3 During the visits to Kingston Road it was noted that drivers showed consideration for pedestrians, giving them time to cross the road at the table when the flow of traffic changed direction and a natural gap opened up.
- 2.4 The two priority give-way features cause some congestion on the road during school times and result in a queue of vehicles. However, the queue was kept reasonably short and cleared quickly after the last students were seen leaving Collingwood College grounds.
- 2.5 Personal injury collision data shows that there have not been any personal injury collisions near the location of the requested zebra crossing for the last 10 years.
- 2.6 Kingston Road also has a good safety record more generally with only a single slight injury collision occurring in the 3-year period between December 2012 and November 2015 (latest available data). This incident involved a pedestrian crossing Kingston Road opposite the Youth and Community Centre. The location of the collision suggests it would not have been avoided had there been a zebra crossing at the raised table.

2.7 Altering the layout to include a zebra crossing is likely to cause additional congestion since the current arrangement generally results in students crossing in groups. However, with priority given to pedestrians once they are on the crossing, a zebra crossing is likely to cause far greater delays for vehicles. This could increase the risk of collisions either at the crossing or on along the rest of the road if drivers become frustrated.

3. OPTIONS:

3.1 The recommended option is to retain the existing arrangements since they allow pedestrians to cross the road with limited delay, whilst keeping traffic moving. The personal injury collision history suggests that the current traffic calming features have resolved many of the issues previously experienced on Kingston Road and Upper College Ride and removal of the features could result in higher vehicle speeds (especially at times when the crossing has limited use) and have an adverse impact on safety.

4. CONSULTATIONS:

4.1 Surrey Police undertook the review in conjunction with Surrey County Council and agree that the current arrangement should remain.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 The suggested option has no financial implications.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 The Highway Service is mindful of its needs within this area and attempts to treat all users of the public highway with equality and understanding.

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.

7.2 This report responds to concerns raised by students of Collingwood College.

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 Kingston Road is a publically maintained road with a 30mph speed limit. The traffic calming measures along the route were introduced in 1997 to reduce the number and severity of personal injury collisions along both Kingston Road and Upper College Ride.
- 9.2 Surrey County Council Officers met with Surrey Police on site to review how traffic and pedestrians interact outside the school and southwest along Kingston Road towards Upper College Ride.
- 9.3 The review confirmed that pedestrians and motorists are generally very considerate and the existing arrangements allows pedestrian to cross without a long wait whilst also keeping traffic moving.
- 9.4 The personal injury collision data shows that Kingston Road has a good safety record (and the only recent personal injury collision is unlikely to have been avoided even if there had been a zebra crossing at the raised table).
- 9.5 In response to the findings of the review, it is recommended that no further action is taken and that the existing arrangements are retained.

10. WHAT HAPPENS NEXT:

- 10.1 No further action is necessary.

Contact Officer:

Peter Orchard (Assistant Engineer) - 0300 2001003

Consulted:

Surrey Police

Annexes:**Sources/background papers:**

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