



**OFFICER REPORT TO LOCAL COMMITTEE
(Spelthorne)**

**PETITION RESPONSE: PEDESTRIAN CROSSING
TOWN LANE, STANWELL**

18th MARCH 2013

KEY ISSUE

A petition was received by Committee in January requesting a new pedestrian crossing in Town Lane, in the vicinity of Town Farm Lane.

SUMMARY

Officers have observed the pattern of pedestrian movement at the site in question. It is suggested that a School Crossing Patrol would be the most appropriate technical solution, subject to risk assessment, priority, and availability of funding.

OFFICER RECOMMENDATIONS

The Local Committee Spelthorne is asked to: note the content within the report for information only purposes.

1. INTRODUCTION AND BACKGROUND

- 1.1. Members are reminded that a Petition was submitted to the January 2013, meeting of the Local Committee, signed by 163 residents highlighting safety concerns generally including, the lack of a zebra crossing or alternative safe crossing scheme as well as the lack of a clear pathway on the road.
- 1.2. The petition requests the installation of a zebra or pedestrian crossing on Town Lane. The petition requests that the crossing is located at the junction of Town Lane and Town Farm Way.
- 1.3. The road in question is subject to a 30 mph speed limit throughout its length and is adequately lit by a continuous system of street lighting.
- 1.4. There is a functional speed camera on Town Lane, located approximately 40m from the Town Farm Way intersection.
- 1.5. There is a school situated on Town Farm Way, which is within close proximity to the location in question.
- 1.6. North of Town Farm Lane there are footways on both sides of Town Lane, connecting to Stanwell High Street to the north. To the south of Town Farm Lane there is only a footway on the eastern side of the road, and therefore any pedestrians proceeding southwards towards Ashford must cross to the eastern side of the road.

2. ANALYSIS

- 2.1. A speed camera was installed on the road in July 1999; this was following an analysis of a 1000m section of the road. The camera in question is a single direction fixed camera enforcing in the southbound direction of the road towards Ashford.
- 2.2. Speed data for the road in question was collated and analysed. The analysis indicated that for a 5 year period (June 2005 - Sept. 2010) the average speed data in the area was below 29 mph. The 85th percentile speed data during the same period was 34mph.
- 2.3. The contravention record for the area indicates that the number of successful prosecutions rose from 5 in 2005 to 215 in 2009 and a drop to 83 in 2010.
- 2.4. Personal injury and accident record for Town Lane indicates that there were seven Personal Injury Collisions in the vicinity of Town Farm Lane during the three year period from January 2010 to October 2012. None of these accidents involved a pedestrian.
- 2.5. Officers have observed pedestrian movement on three different occasions – during the school run, and also off-peak. The survey indicated an increase in the number of pedestrians crossing the road during the school run. This is as a

result of an increased level of pedestrian movement generated by the nearby school.

- 2.6. In contrast, pedestrian movement outside the school after the rush hour period drops to a negligible level. A survey carried out during the school half-term period indicated that the pedestrian traffic remained insignificant with little or no demand to cross the road.
- 2.7. Surveys carried out at various times indicated that southbound pedestrians approaching Town Farm Lane from the direction of Stanwell High Street tended to cross from the western to the eastern side of the road prior to the footway termination point.

3. OPTIONS

- 3.1. The personal injury accident record along the road does not justify significant investment in new pedestrian crossing facilities.
- 3.2. The limited off-peak demand for a pedestrian crossing raises a question over the safety for pedestrians using any new facility. When a pedestrian crossing is only used intermittently, or only at very specific times of the day, drivers become accustomed to this pattern of use and begin to disregard the crossing. This puts pedestrians at risk of conflict with vehicles. In the present situation there is no formal crossing to give pedestrians a false sense of security, and so pedestrians cross the road with commensurate care and attention.
- 3.3. It may be possible to install a Zebra crossing near the termination point of the footway on the west side of Town Lane. However due to the geometry of Town Lane itself, and the positions of side road junctions and the parking bay, a feasibility study would be needed to determine the most appropriate location, and the likely construction cost.
- 3.4. Officers would not recommend a new Zebra crossing given the accident history of this site and the limited demand for a pedestrian crossing off-peak.
- 3.5. It is suggested that the petition be referred to Surrey County Council's Sustainability Community Engagement Team for consideration of a School Crossing Patrol (SCP aka Lollipop Lady). A SCP would provide a facility for pedestrians at the specific school run times when there is a demand to cross the road. It would be more economical to establish than a Zebra crossing, although it may be necessary to construct a pair of dropped kerbs. The provision of a SCP at this site would be subject to risk assessment, priority, and availability of funding.

4. CONSULTATION

- 4.1. None.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

5.1. None at this stage.

6. EQUALITIES AND DIVERSITY IMPLICATIONS

6.1. None.

7. CRIME AND DISORDER IMPLICATIONS

7.1. None.

8. CONCLUSION AND RECOMMENDATIONS

- 8.1. Officers would not recommend construction of a new Zebra crossing in response to this petition.
- 8.2. From a technical point of view, a new SCP would better meet the observed demand. Therefore it is suggested to refer the petition to Surrey County Council's Sustainability Community Engagement Team for consideration of a new SCP.

9. REASONS FOR RECOMMENDATIONS

9.1. For information only.

10. WHAT HAPPENS NEXT

10.1. Officers will refer the petition to Surrey County Council's Sustainability Community Engagement Team for consideration of a new SCP.

LEAD OFFICER: Nick Healey, Area Team Manager (NE)
TELEPHONE NUMBER: 0300 200 1003

E-MAIL: highways@surreycc.gov.uk

CONTACT OFFICER: Jefferson Nwokeoma, Assistant Engineer
TELEPHONE NUMBER: 0300 200 1003

E-MAIL: highways@surreycc.gov.uk

BACKGROUND PAPERS:

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