

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (SURREY HEATH)



DATE: **3 OCTOBER 2019**
 SUBJECT: **REQUEST FOR ZEBRA CROSSINGS IN WINDLESHAM**
 DIVISION: **BAGSHOT, WINDLESHAM AND CHOBHAM**

PETITION DETAILS:

A petition has been received requesting the introduction of Zebra crossings on Chertsey Road (Windlesham) near its junction with Updown Hill and near the play area by Kings Lane.

The online petition contains 203 signatures, which together with an additional paper petition, brings the number to nearly 500 in total. The online petition includes the following wording:

“Create Zebra crossings within the existing disabled crossing areas in Chertsey Road, at the Play Area by Kings Lane, by the Sun Pub and at the Old Post Office in Chertsey Road Windlesham. There are currently 3 areas with either a road narrowing or centre island where a pedestrian crossing could be cost effectively created to give residents of Windlesham safe areas to cross the busy Chertsey Road”.

RESPONSE:

Request for Zebra crossings near the junction of Updown Hill with Chertsey Road

Requests have previously been received for the introduction of a Zebra crossing in the centre of Windlesham near the junction of Chertsey Road with Updown Hill.

In response to these requests, a 12 hour pedestrian survey was undertaken from 7am to 7pm on 28 June 2018 to investigate the number of pedestrians that cross at the location. The survey recorded all pedestrian crossing movements on each of the 3 approaches to the junction of Updown Hill with Chertsey Road. A summary of the survey results are shown in figure 1 below.

As shown below, the survey indicated that by far the largest number of pedestrian crossing movements occurred on Updown Hill in the area between Chertsey Road and “Global Gekkos” (18 Updown Hill). However, a more detailed examination of the survey data shows that a relatively small proportion of these pedestrians cross at times when there are peak vehicle flows (and when crossing the road may be more difficult).

The number of pedestrian crossing movements at other locations are relatively low and do not support the need for a Zebra crossing to be introduced. As such, if the introduction of a crossing were to be considered it would have the greatest benefit if it were installed on Updown Hill near the Pharmacy where the largest number of pedestrians cross.

The feasibility of introducing a crossing at this location has therefore been assessed. Due to the short distance between the access to Dairy Mews and the junction with Chertsey Road, this assessment determined there is insufficient space available to enable a Zebra crossing to be introduced even if the minimum permitted width of crossing area was provided.

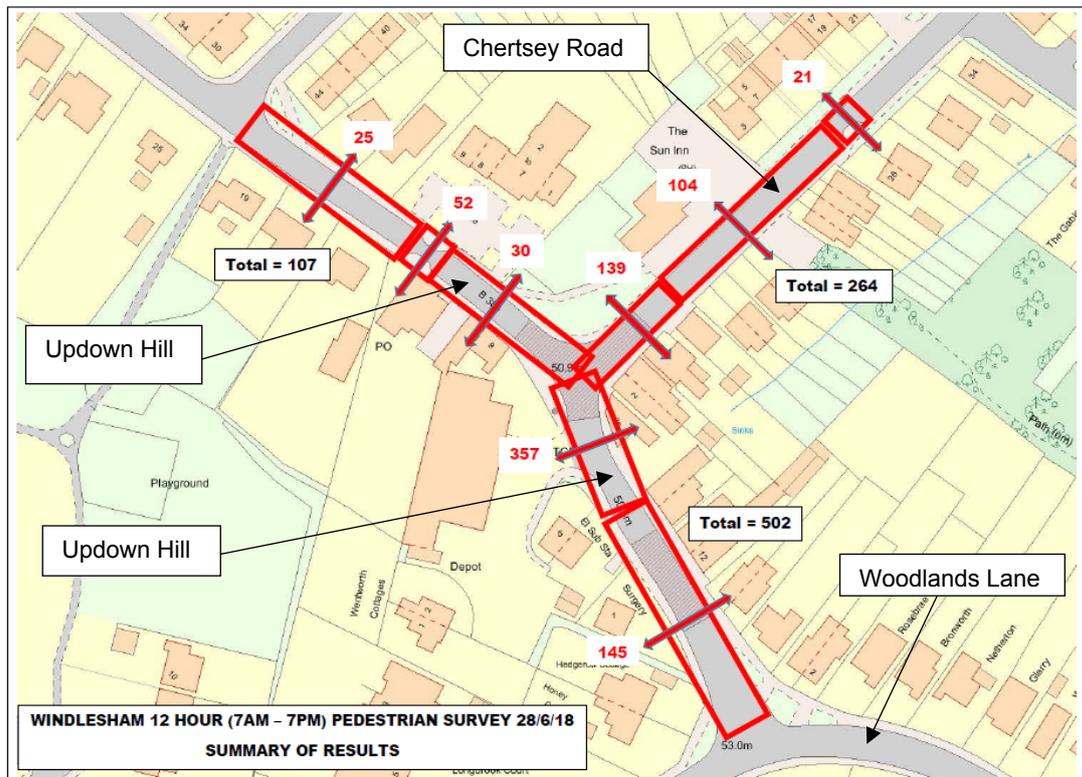


Figure 1 – Pedestrian Survey Results

The option of trying to locate a crossing further from Chertsey Road (i.e. moving it towards Thorndown Lane) was also assessed. However, this was not considered to be appropriate because it would move it away from the area where most people cross and therefore its benefits would be limited. In addition, the presence of accesses to properties and on-street parking areas means it would be difficult to find a suitable location for a crossing further along the road.

In addition to undertaking the survey, the pedestrian safety record at the junction has also been reviewed. There has been one collision involving an injury (slight) to a pedestrian within 100m of the junction of Chertsey Road with Updown Hill in the 3 year period from March 2016 to February 2019 (latest available data). This involved a pedestrian on the footway being struck by a vehicle that was reversing.

Following the findings of the assessment, there are currently no proposals to further consider introducing a Zebra crossing in the area near the junction of Chertsey Road and Updown Hill as requested by the petition. However, as part of work associated with developing proposals for the Windlesham Neighbourhood Plan, transport consultants are seeking views from residents about other potential options for enhancing the village centre environment.

Request for Zebra crossing on Chertsey Road near the Play Area by Kings Lane

A pedestrian island has previously been provided in the centre of the carriageway to help pedestrians cross Chertsey Road near its junction with Kings Lane. This allows pedestrians to cross each lane of traffic separately, waiting on the island if necessary.

There has been one collision involving an injury (slight) to a pedestrian within 100m of the junction of Chertsey Road with Updown Hill in the 3 year period from March 2016 to February 2019 (latest available data).

There have been no collisions involving injuries to pedestrian at the island, or within 100m of it, in the 3 year period from March 2016 to February 2019 (latest available data).

Zebra crossings operate most effectively and safely at locations where traffic speeds are relatively low. As such, the use of Zebra crossings is not recommended at locations where vehicle speeds exceed a certain threshold. A traffic survey previously undertaken near Kings Lane indicates that vehicle speeds at the location exceed this threshold.

Whilst it would not be appropriate to introduce a Zebra crossing due to vehicle speeds at the location, a signal controlled pedestrian crossing could potentially be introduced. However, the total cost of installing such a facility would typically be about £100,000 to £120,000. It would therefore be difficult to justify installing a signal controlled crossing when considering the number of pedestrians that cross at the location and that a pedestrian island has already been provided.

RECOMMENDATION

The Local Committee is asked to note that:

- (i) Following the findings of an assessment previously undertaken, there are currently no proposals to introduce a Zebra crossing(s) in the centre of Windlesham near the junction of Chertsey Road with Updown Hill.
- (ii) There is an existing pedestrian island which helps pedestrians cross Chertsey Road near its junction with Kings Lane and the introduction of a costly signal controlled crossing would be difficult to justify (and the introduction of a Zebra crossing would not be appropriate).

ITEM 4b

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