

**SEVENOAKS JOINT TRANSPORTATION BOARD – 15 JUNE 2010**

**REQUEST FOR A NEW PEDESTRIAN CROSSING POINT IN CROCKHAM HILL**

Report of the: Local Transport & Development Manager, Alan Ash

Status: For Member information

**Chairman** Cllr. Brazier

**Head of Service** Head of KHS Transportation & Development – Behdad Haratbar

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**Recommendation:** It be RESOLVED that Members:

- (a) note the progress made on the investigation into this matter; and
- (b) endorse the officers' proposed strategy for taking the matter forward

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**Background**

1 A petition was received from the local community in Crockham Hill who are concerned about the safety of an existing pedestrian crossing facility on the B2026/ B269 Main Road at its junction with Smith's Lane. This crossing facility was constructed as part of the traffic calming scheme in the village two years ago. Kent Highway Services (KHS) carried out a pedestrian crossing survey in May 2010. As the crossing is mainly for parents and school children who attend the local primary school, it is an opportunity for the school to introduce a walking bus. KHS have contacted the school to see if a walking bus can be arranged by the parents.

**Introduction**

2 The petition, which has 237 signatures, concerns the safety of local villagers who cross the Main Road. The road is also crossed by primary school children accompanied by parents.

3 The results of an informal survey which took place on 12 May 2010 are as follows:

- a. Between 7.30 and 9.30 am, 45nos pedestrians crossed the road in both directions (33nos used the existing facility and 12nos crossed not at the facility).
- b. The highest number of crossings (incl. not at the facility) took place between 8.30 and 9.00 totalling to 30nos. During this time it was also noted that the volume of traffic on Main Road was less and gaps between vehicles were apparent for safe crossing. This also demonstrates that the majority of local drivers have a long journey ahead and therefore travel

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on the B2026/B269 Main Road early in the mornings before the school time.

- c. Parents driving their children to school drove through the service road into the school, off the Main Road and did not park in Smith's Lane to walk across the road to go to the school.
- d. The Wig Wags (school flashing lights) on the Main Road to make drivers aware of school children crossing ahead were not operating. KHS has been informed by the school that it is looking at the possibility of operating the units automatically as manual operation involves a person to attend the units to switch it on and off, when not in operation.

**Discussion**

- 4 There were 6nos pedestrians crossing the B2026 Main Road between 7.30 and 8.30am of which 4nos did not use the existing crossing facility and decided to cross where it was convenient e.g. outside the front door of their house. Among these were residents getting into their cars which were parked in Smith's Lane and one dog walker who walked in the opposite direction into the field on the north side of the Main Road.
- 5 The peak crossing time was between 8.30 and 9am which resulted in 30 nos pedestrian crossings of which 19nos crossed at the designated crossing point (tactile paved) that was constructed as part of the traffic calming scheme over two years ago. These were mainly school children accompanied by their parents. Between 9.00 and 9.30am there were a total of 9nos pedestrians of which 7nos crossed at the designated facility.
- 6 From the results obtained above it is clear that the pedestrian activity is mainly during school times of 8.30 and 9am. The site was not surveyed during the afternoon peak but it is assumed that pedestrian activity would be less compared to the morning peak. Apart of the school returns other pedestrians would be spread out through out late afternoons and evenings whilst returning from work and having to park in Smith's Lane which is the only on street parking available for the residents of the Main Road. But the probability of these pedestrians to use the crossing facility already provided is far less as it proved during in the morning. Therefore the desire for a formal crossing is based entirely on the existence of the school and no other places of public interest in the village apart from a Public House. This is located on the south side of the Main Road and seldom frequented by the residents on the north side. The latter side of the Main Road has a small cluster of 12 houses which is far less compared to the rows of houses on the southern side and its side roads such as Smiths lane, Deanery Road and Oakdale lane.

**Conclusion**

- 7 A formal crossing on the B2026/ B269 Main Road is not justifiable based on the survey results and discussion above. This does not mean that nothing can be done by KHS to help the school children and other pedestrians crossing the

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road. KHS can investigate possibility of installing warning signs to convey message to drivers of “other danger ahead” (exclamation mark signs) accompanied with a message plate to say, “Pedestrians crossing” at either ends of the existing crossing point. In addition, as a result of the post traffic calming speeds still attaining 85<sup>th</sup> percentile speed of 39 mph, KHS will contact the police to intervene in carrying out speed checks and prosecute drivers on site who drive over the set speed limit of 30 mph. Police intervention is an inevitable course of action that is employed when appropriate safety measures introduced by the highway authority under the Department for Transport’ guidelines prove to be exhaustive.

- Sources of Information:**
- i) Stage 3 Safety Audit Report of Traffic Calming by Jacobs
  - ii) Speed survey results of “before” and “after” Traffic Calming

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**DIRECTOR OF KENT HIGHWAY SERVICES** John Burr

