

Report to the Cabinet

Meeting to be held on Thursday, 6 July 2023

Report of the Director of Highways and Transport

Part I

Electoral Division affected:
Wyre Rural East;

Corporate Priorities:
Caring for the vulnerable;

Proposed Zebra Crossing, (B6430) Park Hill Road, Garstang

(Appendix 'A' refers)

Contact for further information:

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Brief Summary

This report sets out a proposal to provide a zebra crossing and associated works on the B6430, Park Hill Road, Garstang.

Recommendation

Cabinet is asked to approve the installation of a zebra crossing and associated works on the B6430, Park Hill Road, Garstang as shown on the plan set out at Appendix 'A'.

Detail

On 7 April 2014, Wyre Borough Council approved a planning application (reference 14/00053/OUTMAJ) for a residential development of up to 75 dwellings on land at Utopia, Kepple Lane, Garstang. The approval is subject to a number of planning conditions, one of which (number 6), relates to off-site highway works comprising of several elements. One of these elements is a requirement of the developer to provide a zebra crossing facility across the B6430, Park Hill Road. This requirement was reaffirmed by Wyre Borough Council at the reserved matters stage under planning application 7/00305/REMAJ.

The crossing was requested as a condition of planning by the Highway Service during the planning consultation process, having been identified as a requirement to



mitigate transport impacts associated with the development. The purpose of the crossing is to provide a formal pedestrian facility to the existing pedestrian desire line between the two mini-roundabouts on the B6430, Park Hill Road. This is to assist and encourage pedestrian movements across the B6430, Park Hill Road as detailed in Appendix 'A'. This is with a view to protecting vulnerable pedestrian highway users and promote sustainable travel from the new development site on Kepple Lane into and from the town centre area. The crossing will also serve pedestrian access for residents within the greater community, promoting accessibility and improve safety for pedestrian traffic.

The location is on the existing pedestrian desire line to and from the town centre and as such is considered the most suitable position to cater for pedestrian traffic.

Appendices

Appendix 'A' is attached to this report. For clarification it is summarised below and referenced at relevant points within this report.

Appendix	Title
Appendix 'A'	References drawing "SCP-190728-1200-002" detailing the zebra crossing position.

Consultations

The proposed zebra crossing as set out at Appendix 'A' was formally advertised on 26 October 2022 with site notices being erected on site for a four-week period up to 23 November 2022.

Subsequent to the advertisement period, the county council received no formal objections to the proposal. United Utilities and the Police have confirmed that they had no objection to the proposed zebra crossing.

However, Garstang Town Council posted the consultation on its Facebook social media page and a number of comments were subsequently added. In total there were 20 posts supporting the proposal and 9 posts that did not support the proposal. Other comment not directly attributed to the proposed crossing were also posted. These are not discussed in this report.

Garstang Town Council asked that the posts relating to the proposal be reviewed. Legal advice is that the posts not supporting the proposals be considered as objections. The salient points of the posts not supporting the proposals are summarised below:

1. Drivers who stop at zebra crossing place pedestrians in danger.
2. This is a bad idea as there is too much going on with two roundabouts. The crossing should be elsewhere (e.g. outside of the sorting office);
3. This will cause congestion.
4. The crossing should be signals.
5. The crossing should be a traffic island.



In response Officers advise:

1. There is no evidence to support the view that drivers stopping at zebra crossings places pedestrians in danger. The converse is actually true. Zebra crossings provide a formal crossing point that is recognised by drivers. As a formal crossing point any ambiguity is removed as it is clear that drivers may be required to stop to allow pedestrian traffic to cross the road as is advised under the highway code (rule 195 - you should give way to pedestrians waiting to cross).
2. The area is already the location of an informal pedestrian crossing point. This is noted by a number of correspondents within the social media chain. The location links into the existing footway network leading to and from the town centre area and is already heavily utilised as the main desire line for pedestrian traffic. The proposals seek to provide a more formal crossing facility to support the existing pedestrian movements and encourage more people to travel by foot. As such the crossing must be located where people want to cross, i.e. at the location proposed. As part of the design process the proposal has been independently safety audited. The safety audit raised no concerns regarding the proposed crossing facilities location or the proximity to the two mini roundabouts.
3. The formal zebra crossing point may potentially provide some very minor delay to vehicular traffic as pedestrian traffic crosses. The advantages to the safety of vulnerable pedestrian users and benefits to encouraging sustainable pedestrian travel far outweigh such inconvenience to vehicular traffic which will be very minor at worst. The hierarchy of road users as defined in the "Highway Code" sets out that pedestrians are at the pinnacle and have priority over vehicular traffic. As such this proposal is fully aligned with national policy on movement.
4. The developers planning consent requires delivery of a zebra crossing not a signalised crossing. Officers' view is that a zebra crossing is the most suitable format of pedestrian facility and will provide improved crossing facilities whilst minimising impacts on vehicular traffic delay.
5. As above, the developers planning consent requires delivery of a formal zebra crossing not a pedestrian refuge. Although an improvement a pedestrian refuge would not provide as high a benefit to pedestrian movement. As such it would not maximise the potential for additional trips by foot. Officers' view is that a zebra crossing is the most suitable format of pedestrian facility and will provide improved crossing facilities whilst minimising additional delay for vehicular traffic.

It is therefore suggested that none of the comments undermine the proposal and that the installation be approved.

Implications:

This item has the following implications, as indicated:



Risk management

This proposal would create a formalised crossing facility at an existing uncontrolled crossing desire point and would reduce the risk to pedestrians wishing to cross the B6430, Park Hill Road, Garstang. As such it will improve sustainable access for the area and provide facilities to encourage more sustainable travel.

Financial

Implementation of the zebra crossing will be executed under a Section 278 (Highways Act 1980) agreement. All costs for the works will be borne by the developer. There are no cost implications for the county council although future maintenance would fall to the authority and will form a pressure on the revenue budget.

Legal

The proposals have been drafted and advertised in accordance with the provisions of Section 23 of the Road Traffic Regulation Act 1984 to establish a zebra crossing on the B6430, Park Hill Road, Garstang. There are no other immediate legal implications arising from this proposal. If approved, the proposal will be taken forward for construction within the terms of the Section 278 (Highways Act 1980) agreement.

List of Background Papers

Paper	Date	Contact/Tel
None		
Reason for inclusion in Part II, if appropriate		
N/A		

