

## **PROPOSED ZEBRA CROSSING**

### **B4362 PRESTEIGNE ROAD, SHOBDON, HEREFORDSHIRE**

#### **REPORT BY DIRECTOR OF ENVIRONMENT AND CULTURE**

**REPORT TO CABINET MEMBER HIGHWAYS AND TRANSPORTATION**

**DATE REPORT CONSIDERED AND DECIDED BY CABINET MEMBER: 4 JANUARY 2010**

**DATE DECISION CAN BE IMPLEMENTED: 4 JANUARY 2010**

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**CLASSIFICATION: Open**

#### **Wards Affected**

**Pembridge and Lyonshall with Titley**

#### **Purpose**

To consider the implementation of a zebra crossing on the B4362 Presteigne Road in the vicinity of the junction with the C1032 Road towards Shobdon Airfield.

#### **Key Decision**

This is not a Key Decision.

#### **Recommendation**

**That subject to the consideration of any objections received, Herefordshire Council undertake the installation / construction of the proposed zebra crossing on the B4362 Presteigne Road in the vicinity of the junction with the C1032 Road towards Shobdon Airfield.**

#### **Key Points Summary**

- The initial request for a formal crossing facility came via Shobdon Primary school following safety concerns from local parents.
- The zebra crossing can be installed to current National standards.
- This facility will support Herefordshire Council's Policies and key performance indicators within the Local Transport Plan regarding safer routes to school, modal shift and road safety.

#### **Alternative Options**

1. There are no suitable alternative options to provide a safe pedestrian crossing in this location.

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Further information on the subject of this **report** is available from Mairead Lane, Acting Construction Manager  
on Tel: (01432) 260944

## Reasons for Recommendations

2. The provision of a formal crossing point at this location will provide a safer crossing point on a desire line to the Primary School as outlined in the schools travel plan, and can be installed to current standards.

## Introduction and Background

3. A request for a controlled crossing was made by Shobdon Primary School as part of their Travel Plan, with funding being secured via a Section 106 Agreement with a local developer for improvements to the local community / highway network. The Safer Routes to School Strategy aims to increase safety on the journey to school by all modes, encourage more children to walk, cycle, use public transport to school and ultimately to reduce the use of the car and support a healthier lifestyle from an early age.
4. This request was considered and a suitable design was prepared which comprises a zebra crossing on the current design line to a school entrance point with associated belisha beacons, road markings and buff coloured anti-skid. A short section of new footway will be constructed on the northern side of the carriageway to link the new crossing to existing footway and the existing footway to the south of the carriageway will be widened to 1.8m.
5. Following completion of the design consultation was undertaken with local residents and other interested parties which is described below and the Consultees section of this report.

On the 2<sup>nd</sup> February 2009 a consultation letter was delivered to 42 properties in the vicinity of the proposed crossing including the Primary school, explaining the proposal and offering residents the opportunity to comment on the scheme, otherwise it would be assumed that there were no objections to the proposals.

Public Notices were erected on site and placed in the local press on the 4<sup>th</sup> February 2009, with a drawing (ref HT/08/0008/100, attached within the background papers) deposited in 'Info at Kington Centre in Kington and 'Info in Leominster' in Leominster.

Following this consultation, a total of 2 formal responses were received from the general public as follows;

An objection to the proposal based upon the siting of the crossing and claimed safety issues from Mr.R.Henwood of 43 Moor Meadow, Shobdon.

Mr.Henwood's two main objections were;

- (i) There was insufficient forward visibility to and from the crossing.
- (ii) The proximity of the junction with the C1032 and current HGV usage.

With the following points also raised:

- (iii) Why was the crossing needed
- (iv) Claims of increased pollution from vehicles stopping/starting
- (v) Vehicle queues
- (vi) Light pollution from the flashing beacons

(vii) Lastly, negative effect on the value of his property

The following comments address each of Mr.Henwood's concerns in order:

(i) With respect to the claim of insufficient forward visibility, Local Transport Note (LTN) 2/95 is used to determine the correct visibility requirements based upon the existing 85%ile speeds recorded at the site in question. The average 85%ile speeds recorded at the proposed crossing location over the standard 12 hour period (0700-1900) were 32mph for both westbound and eastbound traffic within the existing 30mph limit and therefore generally are compliant. When referencing Table 1 in LTN 2/95 the speed classifications are in 5mph bands and therefore the requirements fall between the 30mph standards and 35mph standards and are listed below;

30 mph-Desirable Minimum = 65m, Absolute Minimum = 50m

35 mph- Desirable Minimum = 80m, Absolute Minimum = 65m

Measurements taken on site confirm that 80m can be achieved from the southern side of the crossing looking both west and eastwards, and 80m from the northern side of the crossing looking westwards. The eastwards approach is limited to 74m due to the existing hedge / tree line however it is felt with some cutting back / branch removal the 80m can be achieved. Therefore the visibility for the crossing will be in excess of the absolute minimum required in the national standard, it is also worth noting that high friction material will be laid on the carriageway surface 50m either side of the crossing to further mitigate any potential safety issues and that warning signs will be erected on all approaches to the crossing. Local Transport Note 1/95 also confirms that zebra crossings should only be provided where the existing 85%ile speeds are below 35mph, therefore confirming that this site is suitable.

(ii) With respect to the issue raised regarding the proximity of the junction with the C1032 and the proposed crossing location, again LTN 2/95 informs on the minimum siting requirements for controlled crossings in relation to junctions. A minimum distance of 20m is required for signal controlled crossings and 5m for zebra crossings, the distance at this site is approximately 35m therefore well in excess of the national standard. Whilst it is noted on site that there are HGVs using the junction and noted in the classified vehicle count previously undertaken, there is no issue with visibility from the junction to the crossing and therefore drivers can clearly judge their movements accordingly to the pedestrian usage throughout the day.

(iii) The crossing request came via Shobdon Primary School's School Travel Plan following concerns raised by parents on the housing estate north of the B4362 when trying to cross with their children on the way to and from school. Funding for the scheme has been secured through a Section 106 agreement with a local developer.

(iv) There is no evidence to suggest any increase in levels of pollution due to the crossing if instructed, especially considering the existing junction of the C1032 and the Post Office car park larby.

(v,& vi) The 12 hour classified vehicle count undertaken in 2007 showed a total of 3705 vehicles using the B4362 which is a low volume and would not create any quantifiable issues.

(vii) With regard to the claims of light pollution, LED units are used as the 'default' specification in the crossing electrical equipment, being more efficient, cheaper to run, maintain and reducing light spill / pollution. With respect to the lighting units on top of the zebra poles, they will be fitted with 'back shields' again to limit any light spill although it should be noted that all the properties are well set back from the carriageway.

- (viii) Lastly the claim of potentially reducing the value of Mr.Henwood's property is not considered a reasonable claim by the Councils Property Services department.

To summarise, having reviewed the points raised by Mr.Henwood a crossing can be successfully installed in the location and fully meet the current design standards.

The second formal response concerns potential issues over the impact the construction works might have on the trading / business of the local Post Office from Mr.M.Lovell.

This concern seems to have been based upon works previously undertaken by Welsh Water in the village and their apparently protracted nature. Amey would naturally be mindful to minimise any disruption to any resident or business in undertaking the necessary works, and would contact Mr. Lovell along with other local residents prior to any works commencing and provide information on the works programme along with full contact details to resolve any potential issues should they arise.

## **Community Impact**

6. The request for this facility has come directly from the local community to improve safety for parents and children walking across the B4362 to and from the primary school and local shop. There is a high level of support from all the local community and Herefordshire Council would face considerable criticism if this facility was not installed. This would also not support Council policies in respect to Safer routes to school, modal change and road safety initiatives.

## **Financial Implications**

7. The cost of implementing the proposed zebra crossing is approximately £55,000.00, which will be met by funding secured from a Section 106 agreement and any shortfall met through the safer routes to school budget.

## **Legal Implications**

8. The current Statutory process governing the installation of formal pedestrian crossings has been correctly applied. The subsequent zebra crossing design meets the current national design standards and therefore there are no legal implications with respect to the installation of this facility.

## **Risk Management**

9. There are no risks to Herefordshire Council if the proposals within the report are agreed as a formal crossing can be installed to current national standards.

There are risks to HC if the proposals in the report are declined; this would leave parents and children attempting to cross the B4362 without any formal crossing, not support the Council's own policies outlined within the Local Transport Plan and therefore may impact on the Council's key performance indicators.

## **Consultees**

10. Formal consultation with the Chief Constable commenced with a site meeting, undertaken on the 12<sup>th</sup> November 2008 with a Traffic Management Advisor from West Mercia Police to

discuss the proposal. Following this, a formal consultation letter was sent to the Chief Constable on the 10<sup>th</sup> December 2008 and their reply received on the 23<sup>rd</sup> December 2008 supporting the proposal but requesting that consideration be given to extending the extent of the 30mph limit west of the crossing and that warning signs be installed on all the approaches to the crossing. Further consultation with West Mercia Police was undertaken on the 27<sup>th</sup> January 2009 with a revised drawing and the Chief Constable re-affirmed his support to the proposal. As a result of this, warning signs have been incorporated into the overall design and the extension of the speed limit will be given due consideration.

Consultation with Councillor Roger Phillips has been ongoing since July 2008 and he continues to support the scheme's implementation.

Cllr Roger Phillips and Shobdon Parish Council were formally advised of the proposals on 23 January 2009. The local member has expressed his support for the scheme and has reported progress to the Parish Council regularly. He confirms Parish Council support has been expressed at these meetings although no formal response has been received.

## **Appendices**

10 None

## **Background Papers**

Drawing Ref: HT/08/00081/100