

## READING BOROUGH COUNCIL

### REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	15 JUNE 2016	AGENDA ITEM:	8
TITLE:	PETITION FOR A ZEBRA CROSSING ON GOSBROOK ROAD - UPDATE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	CAVERSHAM
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#### 1. EXECUTIVE SUMMARY

- 1.1 This report summarises the results of a pedestrian/vehicle count (PV<sup>2</sup>) that has been conducted in response to a petition that was submitted to the Sub-Committee meeting (January 2016), requesting the installation of a new zebra crossing on Gosbrook Road.
- 1.2 This report provides Officer's preferred solution, following investigation.

#### 2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the proposal in 4.4 is developed as a detailed design and is safety-audited, in consultation with the chair of the Sub-Committee, the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors
- 2.3 Subject to the results of 2.2;
  - 2.3.1 That, in consultation with the chair of the Sub-Committee, the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out statutory consultation and advertise the alterations to the parking bays in 4.5.4 and 4.5.5, in accordance

with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

2.3.2 That, subject to no objections being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order.

2.3.3 That any objections received following the statutory advertisement be reported to a future meeting of the Sub-Committee.

2.4 Subject to the results of 2.3;

2.4.1 That the Head of Legal Services be authorised to carry out the statutory Notice procedures for the intention to establish a new pedestrian crossing, in accordance with Section 23 of the Road Traffic Regulation Act 1984.

2.4.2 That the proposal in 4.4 be implemented.

2.5 That the lead petitioner be informed accordingly.

### 3. POLICY CONTEXT

3.1 The provision of pedestrian crossing facilities and associated criteria is specified within existing Traffic Management Policies and Standards.

### 4. THE PROPOSAL

4.1 A pedestrian/vehicle count (PV<sup>2</sup>) was conducted at the suspected pedestrian crossing desire line, located between the gated northern entrance to Christchurch Meadows and the footpaths that meet at the south-east corner of the Westfield Road green area.

4.2 The PV<sup>2</sup> count has confirmed that there is a significant pedestrian movement across Gosbrook Road in the vicinity of this suspected desire line. The flows appear to be tidal, with a higher southbound demand in the morning (7am to 9am) and a higher northbound flow in the afternoon (3pm to 7pm) during the week.

4.3 Officers have considered a number of factors alongside the results of the PV<sup>2</sup> count, as follows:

4.3.1 During the last 5 years, there have been 2 'slight' injuries in the vicinity of the desire line, which have been reported to the

Police: Incident 1 - A pedestrian crossing the road was struck by a motorcyclist passing stationary traffic, while the pedestrian was crossing the road through this stationary traffic; Incident 2 - A pedestrian was struck by a car, while crossing the road. The causation and exact location is unclear, as the incident was reported to, rather than attended by, the Police.

- 4.3.2 There are regular gaps in the flow of traffic along Gosbrook Road.
- 4.3.3 There is good forward visibility for road users approaching the crossing desire line (>60m).
- 4.4 Officers recommend that the installation of zebra crossing, positioned in alignment with the gated entrance to Christchurch Meadows and to the east of the access to Elizabeth House, will be suitable for the needs of pedestrians.
- 4.5 A detailed design will need to be conducted, following consideration and investigation of the following factors:
  - 4.5.1 The crossing will need to be positioned an absolute minimum of 5m to the east of the access to Elizabeth House, to meet the Department for Transport's pedestrian crossing design guidance. This should be achievable.
  - 4.5.2 Pedestrians will still need to cross the access road that leads to the rear of Elizabeth House.
  - 4.5.3 The southern footway is behind a parking bay, which is broken for the entrance to the Christchurch Meadow gate. The footway will require the installation of a build-out to bring waiting pedestrians to a level with the edge of these parked cars and provide enhanced sight lines.
  - 4.5.4 To facilitate 4.5.3, and to further enhance sight lines, the parking bays on either side will require shortening. This will require statutory consultation for a new/amended Traffic Regulation Order.
  - 4.5.5 Further to 4.5.4, the presentation of the westbound approach to the crossing will require careful consideration, as the parking bay would be to the inside of the approaching 'zig-zag' line markings. An absolute minimum of 2 zig-zag lines will need to be installed on approach to the crossing, which will

necessitate the loss of approximately 5m of the parking bay to the east side of the crossing.

- 4.5.6 There will be carriageway surface water drainage issues to overcome, in order to facilitate 4.5.3. There is a dropped footway crossing between the gate and carriageway and to accommodate a build-out, the footway will require re-grading. This is complicated by the camber of the road and the requirement to maintain a drainage channel underneath the build-out. The work may necessitate the installation of an additional gully and the potential for the build-out to be inclined, in order to meet with the carriageway at the desired position.
  - 4.5.7 There will need to be consideration regarding maintenance vehicle access to Christchurch Meadow. The build-out will either need to be designed to allow occasional vehicular access to the existing gate, with the location of beacons and loading capabilities of any drainage channel being appropriate for this, or a new gate and dropped footway crossing installed further to the east. This installation will need to be in a position that does not affect existing parking bays, trees or the bus shelter.
  - 4.5.8 The level of existing street lighting will need to be reviewed, to ensure sufficient night-time illumination of the crossing and of the footway on either side.
- 4.6 Officers considered the relocation of the existing signalised pedestrian crossing near to Elliotts Way. This solution will require many of the same considerations in 4.5, with the addition of decommissioning and moving the traffic signal equipment. This proposal will prove to be very costly and remove a crossing facility that is currently in regular use.
- 4.7 In conclusion, Officers are seeking approval for the following:
- 4.7.1 To produce a detailed design and costing for the proposal in 4.4, in consultation with the chair of the Sub-Committee, the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors.
  - 4.7.2 Following a safety audit of this proposal, Officers are seeking approval to proceed to statutory consultation for the parking bay alterations in 4.5.4 and 4.5.5.

4.7.3 Subject to there being no objections to the statutory consultation, Officers seek approval to serve a legal Notice of intension to install a zebra crossing, implement the parking bay alterations and conduct the zebra crossing installation works (and associated works) following the notice period.

4.8 Should the Council receive objections to the statutory consultation in 4.7.2, or should the detailed design require a substantial alteration to the proposals, Officers will present a report to a future meeting of the Sub-Committee.

## **5. CONTRIBUTION TO STRATEGIC AIMS**

5.1 This proposal supports the aims and objectives of the Local Transport Plan and contributes to the Council's strategic aims, as set out below:

- Keeping the town clean, green and active.
- Providing infrastructure to support the economy.
- Remaining financially sustainable to deliver these service priorities.

## **6. COMMUNITY ENGAGEMENT AND INFORMATION**

6.1 The lead petitioner will be informed of the findings of the Sub-Committee.

6.2 Proposed changes to waiting restrictions will require advertisement of the legal Notice as part of the statutory consultation process and advertisement of the sealed Traffic Regulation Order, prior to implementation.

6.3 A legal Notice will be served, stating the intension to establish a new pedestrian crossing.

## **7. LEGAL IMPLICATIONS**

7.1 Changes to Traffic Regulation Orders will require advertisement and consultation, under the Road Traffic Regulation Act 1984 and in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

7.2 There is a requirement to serve a Notice of intention to establish a new pedestrian crossing, in accordance with Section 23 of the Road Traffic Regulation Act 1984.

## **8. EQUALITY IMPACT ASSESSMENT**

8.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to have due regard to the need to:-

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

8.2 The Council will carry out an equality impact assessment scoping exercise prior to submitting the update report to a future meeting of the Sub-Committee.

## **9. FINANCIAL IMPLICATIONS**

9.1 It is estimated that the total installation costs for this proposal will be £30,000. The scheme will be implemented once funding has been identified.

## **10. BACKGROUND PAPERS**

10.1 Traffic Management Sub-committee minutes - March 2016.

10.2 Traffic Management Sub-committee minutes - January 2016.