

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	15 JUNE 2016	AGENDA ITEM:	9
TITLE:	PETITION FOR SAFE CROSSING PLACES FOR SCHOOL CHILDREN ON ROTHERFIELD WAY - UPDATE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	THAMES AND PEPPARD
LEAD OFFICER:	JAMES PENMAN	TEL:	0118 937 2202
JOB TITLE:	ASSISTANT NETWORK MANAGER	E-MAIL:	james.penman@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 This report summarises the results of Officer investigation in response to a petition that was submitted to the Sub-Committee meeting (January 2016), requesting the installation of a crossing place for school children on Rotherfield Way, near to the junction with Surley Row.
- 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.
- 2.3 Subject to the results of 2.2;
 - 2.3.1 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.
 - 2.3.2 That the proposal in 4.4 be implemented.

2.4 If it is not possible to implement the proposal in 4.4, a further report will be submitted to a future meeting of the Sub-Committee.

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 Officers have observed the junction to review the desire line for pedestrians crossing the road, the layout and topography of the junction.

4.2 Observations have shown that pedestrians are using the lightly-trafficked section of Surley Row to the south-west of Rotherfield Way as they would a footway. Upon reaching Rotherfield Way, pedestrians are crossing the centre of the junction to continue northbound, on the west footway of Surley Row.

4.3 Officers have considered a number of factors alongside their on-site observations, as follows:

4.3.1 During the last 5 years, there has been 1 'slight' injury reported to the Police. The incident involved a collision between two vehicles, with the likely causes being that the driver of the turning vehicle failed to look properly and conducted a poor turning manoeuvre.

4.3.2 There are regular gaps in the flow of traffic along Rotherfield Way.

4.3.3 There is good forward visibility for road users approaching the proposed crossing location in a south-west direction (>60m).

4.3.4 There is good forward visibility for road users approaching the proposed crossing location in a north-east direction (>60m), although there is a bus stop located within 40m of the junction with Surley Row - it will be desirable to locate a crossing as far

from this as possible, with consideration of the proximity to the junction with Surley Row also.

- 4.3.5 Any solution that the Council promotes will be away from the observed desire line, to ensure that motorists have sufficient visibility of the crossing facility on approach.
- 4.3.6 Officers consider that any formal crossing facility should be on the south-west side of the junction, as this will place pedestrians on the west footway of Surley Row and avoid the requirement for children to cross Surley Row to reach Highdown School.
- 4.4 Officers consider that the installation of a zebra crossing will best serve the needs of crossing pedestrians. The zebra crossing should be positioned at a point between the junction with Surley Row and the dropped footway crossing that serves the driveways of 37 Surley Row and 69 Rotherfield Way.
- 4.5 A detailed design will need to be conducted, following consideration and investigation of the following factors:
 - 4.5.1 The proposed solution will not require the installation of refuge islands, which were of concern to residents during consultation on previous designs, due to driveway access/egress restrictions that could be caused.
 - 4.5.2 The crossing will be in a position that should not affect access to driveways and is not directly overlooked by properties, due to tall hedges growing along the property boundaries on both sides of the road.
 - 4.5.3 To facilitate a formal crossing on the south-west side of the junction, the design of the approach on the southern footway of Rotherfield Way will need to incorporate a declining (sloped) approach to the carriageway kerb-line, due to the elevation difference between the footway and carriageway. This will result in a greater loss of green verge area, compared to the northern side of the street.
 - 4.5.4 In addition to the elevation change in 4.5.3, there is a large telecoms chamber and a cabinet in the grass verge. Investigation works will need to be conducted to ascertain the location and depth of the buried ducting. This investigation will determine where, and if, the graded approach to the zebra crossing can be achieved.

4.5.5 There should be no carriageway surface-water drainage implications relating to the proposal.

4.5.6 The crossing will result in the loss of some on-street parking on Rotherfield Way, which is currently unrestricted on both sides of the road between No.69 and the junction with Surley Row.

4.5.7 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 In conclusion, Officers seek approval to conduct the investigation works necessary in 4.5.4. If a declining (sloped) approach can be accommodated, Officers seek approval to proceed with a detailed design of the proposal in 4.4 and to have this design safety-audited. Subject to this audit, Officers wish to serve a legal Notice of intension to install a zebra crossing and conduct the installation works following the notice period.

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

7. LEGAL IMPLICATIONS

7.1 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 The estimated cost for implementation of this proposal is £20,000. The majority of this cost will be funded from Section 106 monies, with the remainder funded from existing budgets.

10. BACKGROUND PAPERS

10.1 Traffic Management Sub-committee minutes - March 2016.

10.2 Traffic Management Sub-committee minutes - January 2016.