

Regulatory Committee

Dorset County Council



Date of Meeting	12 July 2018
Officer	Andrew Martin – Service Director Highways and Emergency Planning
Subject of Report	Proposed Zebra Crossing, Dorchester Road, Upton
Executive Summary	<p>The main B3067, Dorchester Road, divides Upton in half which can lead to community severance with pedestrians having difficulty crossing the road safely.</p> <p>The proposed location of the crossing is on an established route to the Upton Methodist Church, which houses a pre-school and nursery facility and Upton Infant School and Junior Schools and Lytchett Minster School.</p> <p>Following advertisement of a Public Notice in February 2018 with the intention to install a Zebra crossing three objections have been received. This report considers the objections and representations and whether the proposed Zebra crossing should be implemented as advertised.</p>
Impact Assessment:	<p>Equalities Impact Assessment:</p> <p>An Equalities Impact Assessment for overall scheme was carried out in February 2017. This concluded that there will be no discriminatory or negative consequences for any sector of the community on the grounds of gender, race or ethnicity, sex, sexual orientation or other socially excluded groups.</p>

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	<p>However the proposal to introduce Zebra crossing will positively benefit the sectors of age, disability, pregnancy and maternity and Religion and belief.</p>
	<p>Use of Evidence:</p> <p>Pedestrian and traffic surveys undertaken to inform the Pre-feasibility report and the support of the Local Member, Town and District Councils and the Police.</p>
	<p>Budget:</p> <p>£38,000.00 allocated from the Local Transport Plan budget for 2018/19</p>
	<p>Risk Assessment:</p> <p>Having considered the risks associated with this decision using the County Council's approved risk management methodology, it is the officer's opinion that there are no High risks that need to be reported. The level of risk has been identified as:</p> <p>Current Risk: MEDIUM Residual Risk MEDIUM</p>
	<p>Other implications:</p> <p>None</p>
Recommendation	That having considered the objections received, Cabinet be recommended to approve the provision of a Zebra crossing as advertised.
Reason for Recommendation	The proposals should allow the provision of a Zebra crossing facility on Dorchester Road, Upton, without adversely affecting the amenity of adjacent properties.
Appendices	Appendix 1 - Scheme Location Plan Appendix 2 - Consultation Drawing
Background Papers	1. Primary consultation responses from the District and Town Councils, Dorset Police and the local County Councillor(s) are held on file in the Environment and the Economy Directorate.
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1. Background

1.1 The scheme was requested by Upton and Lytchett Minster Town Council in support of the Local Member for the Division.

1.2 A pre-feasibility study was undertaken which investigated three options; a pedestrian refuge to the east of Sea View Road junction, a zebra crossing to the east of the Sea View Road junction and a zebra crossing to west of the Sea View Road junction. The final option was discounted as it was away from the natural desire line. Of the first and second options, the zebra crossing was preferred and was taken forward.

1.3 Dorchester Road is within the town 30mph restriction. Peak flows of traffic are typically between 08:00-09:00 and 15:00 and 16:00 which correlates with school hours when the crossing would be most in use.

1.4 Over the last three year there have been no reported accidents within 50 metres of the junction of Sea View Road.

1.5 A 12 hour usage survey was taken in November 2015 between 07:00-19:00 within 50m either side of the Sea View Road Junction, the results show that the site meets the requirements for a pedestrian crossing.

1.6 The proposed crossing meets with council policy and has been prioritised in the Local Transport Plan where it met criteria for funding.

2. Law

2.1 Section 23 of the Road Traffic Regulation Act 1984 gives DCC the power to establish pedestrian crossings subject to prescribed consultation and compliance with the specific regulations.

3. Consultation Responses

3.1 The proposed Zebra crossing was advertised in February 2018 as part of the public consultation process. Copies of the Public Notice were placed on lighting columns at the proposed site and also sent, together with a scheme plan, to residential properties in the immediate vicinity.

3.2 Under Dorset County Council's procedure, primary consultation was carried out on the proposed scheme and it is supported by the Local Member, Purbeck District Council, Upton and Lytchett Minster Town Council and the Police.

3.3 It should be noted that there was a change of Local Member due to County Council elections during the process but the current Member is also supportive.

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3.4 As a consequence of the public consultation objections and concerns were received by email from the residents of 3 of the properties immediately adjacent to the proposed crossing.

3.5 The concerns raised as part of the objection read, in italics below, with officer comments after each bullet point objection:

- *Objection 1: We wish to strenuously object to the installation of a Zebra pedestrian crossing outside of our house 78, Dorchester Road. This is the first we have heard of this proposal as we recently purchased the property on the 09/12/17. It is totally unacceptable and not needed as a perfectly acceptable light controlled crossing is only 260 metres (0.16 miles) on Dorchester Road to the East. A central refuge as discussed before by the Town Council would have been completely acceptable.*
- Comment: The principal objector moved into the property after the initial discussions with the Town Council and options were considered. However the purpose of this report is to consider objections and representations received as part of the Public Advert.

A pedestrian refuge island was considered but due to the necessary cost of widening the road to accommodate the island, and moving telegraph poles and lighting columns, was discounted on cost grounds.

- *Objection 2: Although we have not been able to speak to any representative from Upton Methodist Church we understand that they too have concerns about disabled access and parking for the hearse during funerals.*
- Comment: Discussions were held with the Church and some concerns were raised about the need to be able to park a hearse on Dorchester Road together with the impact on a small memorial tree. The plans, as advertised, were amended to accommodate parking and the tree was moved with the agreement of the Church. The Church were sent the plans as part of the public advertisement and no further representations were received.
- *Objection 3: Situating a Zebra Crossing outside of our house will cause severe lack of amenities to us and our family.*
- Comment: Officers believe that any impact on amenities would be negligible, see further comments in response to cited objections below.
- *Objection 4: The installation of the crossing and the zig zags will not permit parking or even limited waiting outside of numbers 76,78,79,80,81 and 82 Dorchester Road. We have two children and they are frequently dropped off outside of our house by other parents who do car sharing with us.*
- Comment: The statement is correct, however, all the properties have off-road parking. In the event off-road parking was not available then it would entail a short walk from either side of the zig-zags of negligible inconvenience.

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- *Objection 5: There will be increased noise pollution from vehicles waiting at the crossing and then accelerating away. Will DCC pay for enhanced triple glazing if the proposed crossing goes ahead?*
- **Comment:** Rights to either financial compensation or noise insulation stem from the Land Compensation Act 1973.

Part 1 of the Act, allows owners of property whose value is reduced by 'physical factors', including noise and fumes, to claim compensation from the highway authority.

The Noise Insulation Regulations 1975, which were made under the provisions of the Act, give the highway authority discretionary powers to offer grants for noise insulation where properties are affected by increased noise following alteration works to a public highway.

In either case, the Act states that the road is deemed to be altered only when there is a change to the location, width or level of the carriageway (other than by resurfacing) or an additional carriageway is provided beside, above or below an existing one.

The proposal to create a zebra crossing on Dorchester Road would not involve a change to the location, width or level of the carriageway. The project therefore falls outside the definition of altered highway and there is no right to either Part 1 compensation or noise insulation.

- *Objection 6: There will be increased exhaust pollution from vehicles waiting at the crossing and then accelerating away.*
- **Comment:** Given the open topography of the site, the impact of any changes in local pollutants is considered to be negligible.
- *Objection 7: Light pollution from the flashing Belisha beacons.*
- **Comment:** Light reducing hoods can be attached to the flashing globes, but the level of light pollution is minimal and it is usual to install Zebra crossings without hoods. If subsequently there is an issue they can be retrofitted in response to reports of light pollution, and hoods have been used successfully at other locations. Any form of cowl or hood will reduce the visibility of the globe in highlighting the crossing location and has to be used with caution.
- *Objection 8: There could be an issue with pollution from brake dust as vehicles stop at the crossing.*
- **Comment:** Given the open topography of the site, the impact of any changes in local pollutants is considered to be negligible.
- *Objection 9: The danger of us having to turn right into our drive from the queue of traffic waiting at the crossing and the drivers of oncoming vehicles not expecting to see vehicles crossing in front of them as they pull away from the crossing.*

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- Comment: If one is indicating to turn right and sees a vehicle waiting at the crossing one should only proceed when deemed safe to do so in the normal manner.
- Objection 10: *The addition of street furniture virtually outside of our house would do nothing to enhance our property and will change the character of the street scene.*
- Comment: Zebra crossings are commonly part of the street-scene in residential and suburban town centres.
- Objection 11: *The crossing outside of our house would we believe devalue our property.*
- Comment: There is no known studies to suggest the proposed crossing would devalue the property(s).
- Objection 12: *The location of the proposed zebra crossing is too close to the junction of Sea view Road. Our concerns are that at busy periods, particularly during the school runs, cars turning right out of Sea View Road at speed due to traffic congestion would not have enough time to respond to children at the crossing and cause danger to life.*
- Comment: The proposed Zebra crossing is approximately 26m from the junction. The national guidance states that such crossings should be a minimum of 20m from a junction so the proposed crossing is in line with national guidance. Moving the crossing further away from the junction would displace it from the pedestrian desire line and encourage inappropriate crossing of the carriageway in the vicinity of the zebra crossing.
- Objection 13: *We propose that there is a more suitable location adjacent to the British Legion building some 130 meters to the west. Less residents would be affected. Additionally this location would benefit the residents further along the Dorchester Road towards Lytchett Minster who have much further to walk at present to cross the road safely.*
- Comment: The surveys undertaken show that people are crossing in the locality of the proposed crossing and the location meets national criteria. Siting the crossing further to the west would be away from the desire line for children crossing to/from school.

4. Conclusion

4.1 The Zebra crossing would provide a safe crossing point for all pedestrians and in particular children on their route to/from school on this busy road main road.

4.2 Having considered the objections submitted as part of the consultation process officers feel that the position of the crossing, in relation to the properties, will have negligible impact on residents' amenity value.

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4.3 It is recommended that the Committee recommend to Cabinet that the Zebra crossing be implemented as advertised.

Mike Harries
Director for Environment and the Economy
June 2018

Appendix 1

Proposed Zebra Crossing, Dorchester Road, Upton



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<p>Dorset County Council ENVIRONMENT AND THE ECONOMY DIRECTORATE Mike Barker, Director for Environment and the Economy</p>	<p>Project Title Dorchester Road - Sea View Road Upton Pedestrian Crossing</p>			<p>B 26Jan08 Zig-Zags and Layout SJB A 20May17 Amendments to zig-zags ALB D 22Sep16 - - DCL</p>
	<p>Drawing Title Consultation Drawing</p>			
<p>DORSET HIGHWAYS Andrew Martin Head of Dorset Highways</p>	Scale (A4 Size)	Drawn	Date	<p>Drawn / Issued / Revised / Checked</p>
	1:500	OGL	22Sep16	
<p>Drawing Number HI1119/05/01/B</p>			<p>Drawing Status Consultation</p>	