

Regulatory Committee

Dorset County Council



Date of Meeting	24 January 2019
Local Member:	Cllr Jon Andrews – Member for Sherborne
Lead Officer:	Matthew Piles, Service Director – Environment, Infrastructure and Economy
Subject of Report	Proposed Puffin Crossing, Bristol Road, Sherborne
Executive Summary	<p>The proposed Puffin crossing was requested and supported by Sherborne Town Council following representation from the Gryphon School with the aim of providing a safe crossing facility on the B3145 Bristol Road near the Blackberry Lane/Quarr Lane junction for school pupils/parents going to/from local schools as well as providing a benefit for the wider community.</p> <p>Following advertisement by way of Public Notice in November 2018, 2 representations were received. This report considers the representations and whether the proposed Puffin crossing should be implemented as amended following the notice period and taking account of representations.</p>
Impact Assessment:	<p>Equalities Impact Assessment:</p> <p>An Equalities Impact Assessment concluded that there will be neutral impact on any sector of the community on the grounds of gender, race or ethnicity, sexual orientation, sex, married or civil partnerships or other socially excluded groups.</p> <p>It is considered that a Puffin crossing would provide benefits for people of all ages, but especially those aged 4-18 years.</p> <p>Although overall the proposal would provide a positive benefit to the sector of disability, the consultation process brought to our attention that a school pupil who has special needs lives adjacent to the proposed crossing and requires transport to take them to/from school. This transport generally stops in front of the property when the area does not have parked vehicles on the highway. To lessen this impact the design has been amended to reduce the potential car parking space lost on the highway.</p>

	<p>Use of Evidence:</p> <p>Pedestrian and traffic surveys which shows the Puffin crossing meets Dorset County Council's policy.</p>
	<p>Budget:</p> <p>There is an allocated design and construction budget of £75,000. This includes a developer contribution of £25,000 with the remaining £50,000 from the Local Transport Plan allocation for 2018/19.</p>
	<p>Risk Assessment:</p> <p>The current risks faced by the authority at this location in terms of safety are low. If a crossing is not provided, there is a potential for complaint from less physically able people that their needs are not catered for as per the request from Sherborne Town Council.</p> <p>The risks in terms of the loss of on-street parking and its effects on local residents would be low with the loss of 1 potential space on the public highway in the amended proposal.</p> <p>Overall the level of risk has been identified as:</p> <p>Current Risk: LOW Residual Risk LOW</p>
	<p>Other implications: None</p>
Recommendation	<p>That having considered the representations received that Cabinet be recommended to support the provision of a Puffin Crossing as advertised.</p>
Reason for Recommendation	<p>To provide a controlled crossing point to allow pedestrians, including school pupils and parents to safely cross Bristol Road, Sherborne. This follows requests from local schools and support from Sherborne Town Council.</p>
Appendices	<p>Appendix 1 - Location Plan Appendix 2 - Scheme Plan as Advertised Appendix 3 - Amended Scheme Plan following representations Appendix 3 - Summary of Public Notice Responses</p>
Background Papers	<p>Primary consultation responses from the District and Town Councils, Dorset Police and the local County Councillor are held on file in the Environment and the Economy Directorate.</p>
Officer Contact	<p>Name: Andrew Brown Tel: 01305 2255142 Email: a.brown@dorsetcc.gov.uk</p>

1. Background

- 1.1 Bristol Road is at the northern end of Sherborne and is classed as the B3145 which is the main route to Wincanton and the A303 trunk road.
- 1.2 The existing dropped crossing point adjacent to the proposed location is a popular link for pedestrians commuting about Sherborne. There are large residential areas on both sides of Bristol Road, with the Gryphon School, sports centre and Sherborne Primary School nearby. There is also a nature reserve and an adventure playground just west of the proposed location.
- 1.3 A School Crossing Patrol (SCP) used to operate at this location until approximately 3 years ago, when the patrol resigned from the post. DCC have struggled to recruit a replacement patrol, despite regular advertisement locally.
- 1.4 In light of the problems in recruiting an SCP, a request was received from Sherborne Town Council following representation from the Head Teacher of Gryphon School to support the installation of a Puffin Crossing to improve pedestrian safety across Bristol Road at the Blackberry Lane junction. The request was given the full support of Sherborne Town Council who subsequently made the request to DCC. Minutes of the Town Council's Plans Committee Meeting of 17 July 2017 are shown below:

7. TRANSPORT, PARKING AND HIGHWAYS

7.1 Gryphon School – Pedestrian Crossing Request

A request had been received from the Head Teacher of the Gryphon School that the Town Council support a request for a pedestrian crossing over the Bristol Road by Blackberry Lane. The County Council has been unable to recruit a School Crossing Patrol person, so there is no assistance in place to aid the 200 plus children who cross Bristol Road every day at that point.

Representations were tabled from the Executive Head of the Sherborne Area Schools' Trust and the Head Teacher of Sherborne Primary School who both fully supported the proposal for a pedestrian crossing and requested that the Town Council supports the introduction of a pedestrian crossing.

It was PROPOSED by Cllr M Hall & SECONDED by Cllr A Hall & AGREED unanimously that:

Sherborne Town Council whole heartedly supports the introduction of a pedestrian crossing over Bristol Road by Blackberry Lane and requests that Dorset County Council implement this as a matter of importance.

- 1.5 Following the request a survey was carried out to assess vehicle flow, speed and the number of pedestrians crossing in the area. The study showed that the figures convincingly met the criteria for a controlled crossing. The proposed scheme was then rank assessed through the LTP criteria for eligible funding, which met criteria including a developer contribution of £25k.
- 1.6 There have been no recorded personal injury accidents at this location in the latest available 5 year period.

2. Law

- 2.1 Under Section 23 of the Road Traffic Regulation Act 1984 the Puffin crossing Public Notice was advertised on 15 November 2018 for a 21 day period. Copies of the Public Notice and scheme plan were displayed on site and deposited with the Town Council. They were also delivered to residential properties in the immediate vicinity of the proposed crossing.

3. Consultation Responses

- 3.1 Under Dorset County Council's procedure, primary consultation was carried out on the proposed scheme with support from West Dorset District Council, Sherborne Town Council and Dorset Police with the Local Member agreeing that the proposal should proceed to Public Notice.
- 3.2 There have been two objections to the public notice received from owners of properties in the row of houses adjacent to the proposed crossing location. The points raised are summarised in Appendix 4. One of the objectors made it clear that they supported the idea of a safe crossing but had specific concerns primarily about location.
- 3.3 Key issues raised are summarised below:
- a) Both objectors raised the point that the proposed crossing is too close to Quarr Lane and why can't it be located at the location where the existing dropped kerb 'uncontrolled' crossing point is.
 - b) A School Crossing Patrol should be considered for busy periods as there used to be one at this location until about 3 years ago.
 - c) The property immediately adjacent to the crossing, No. 4 Glovers, made reference to the fact that they may see the traffic lights from their house.
 - d) No. 4 Glovers informed us that their son who is disabled goes to Yewstock School in Sturminster Newton is picked up outside the house, when possible, in the morning and dropped off in the afternoon. This has been taken account of in the EqIA.
 - e) The loss of potential parking places on the public highway was a concern for both objectors, with the original proposal showing 2 spaces lost in front of the row of houses known as 'Glovers' due to the crossing and associated zig zag lines.
 - f) Concerns about the audible noise of Puffin Crossing disturbing local residents.
 - g) Concerns that people waiting at the crossing would look in to windows.
 - h) Other suggestions were made regarding other sites nearby for any potential crossing, this includes a location closer to the school near St Aldhelms Road and a location a further 5 to 10m metres north of the proposed location.

- i) Local residents raised the point that they understand the Gryphon School have suggested they would prefer 6th form students to park on the road in the future. Therefore losing more car spaces outside of Glovers seems unjustifiable.

3.4 Officer comment and discussion

- a) Whilst it may appear that the most obvious location for the crossing is at the existing uncontrolled dropped crossing point, this is a vehicular entrance to the allotments and so is not a viable option as it would result in vehicles coming in/out on a controlled crossing point. The track is not used a great deal but this is the only vehicular entrance to the allotments and it is noted that the track is worn by vehicles.
- b) There was a patrol at this location until about 3 years ago. Since then there has been problems recruiting new patrols to take over with no success at this location despite successive recruitment campaigns. This is one of the reasons why locally through Sherborne Town Council the request was made to provide for a new controlled crossing at this location.
- c) The traffic lights can be hooded to minimise unwanted light pollution. New traffic lights are also aligned appropriately towards the traffic and now have LED lights which are more effective and direct the majority of the light towards the vehicle drivers. Traffic signals are also dimmed at night.
- d) The loss of parking spaces has been taken into account in the Equalities Impact Assessment with an action taken to move the crossing location a further 3 metres north to lessen the impact on parking.
- e) Following representations the design has been amended to move the proposed crossing approximately 3 metres further north, closer to the existing dropped crossing point as shown in Appendix 3. This will reduce the effect on the area drivers can park on the public highway. It must also be noted that the properties in 'Glovers' have parking for 2 vehicles in the off-road parking area behind the cottages.
- f) The audible sound at crossings can be turned off at night. In this case, it is proposed that the audible sound is turned off from 7pm to 7am.
- g) As regards privacy, the design has been amended by moving the crossing approximately 3 metres north of the proposed location. This will move the crossing point and the traffic signal pole away from the front window of No. 4 Glovers.
- h) The proposed location was chosen in response to the requests made by Gryphon School and Sherborne Town Council with support from Sherborne Primary School. It is also the optimum location to take account of the 'desire line' for local residents and school pupils/parents. To accord with funding requirements for new crossings, traffic and pedestrian studies are carried out to ensure that criteria is met. This was also the location of the previous School Crossing Patrol which operated for a number of years. It must also be noted that the footway further north on the western side is narrow and therefore not suitable for the traffic signal equipment and poles etc.

- i) Officers are not aware of this being the case. The amended scheme will only lose 1 space so no significant difference. As mentioned the row of cottages 'Glovers' each have 2 car parking spaces allocated at the rear of the properties.
- 3.5 As discussed, the design has been amended in light of representations by moving the crossing point approx. 3 metres north of the original proposed location. This will ensure that less parking space on the road is required by the scheme by reducing spaces lost to 1 car space from 2 spaces lost on the original proposed plan.
- 3.6 The representations have been considered and placed on file with all the representations received. Responses are tabled in Appendix 4.

4. Conclusion

- 4.1 The proposed Puffin crossing would provide a safe crossing point on Bristol Road for all pedestrians and in particular local school pupils and parents accessing the Gryphon School, Sherborne Primary School and the Sports Centre.
- 4.2 Having considered the objections submitted as part of the consultation process officers feel that the benefits brought by the crossing outweigh the potential dis-benefits.
- 4.3 Taking in to account all comments received it is recommended that the Committee recommend to Cabinet that the provision of a Puffin Crossing as per the amended plan as shown in Appendix 3 is supported.

Matthew Piles
Service Director, Environment, Infrastructure and Economy

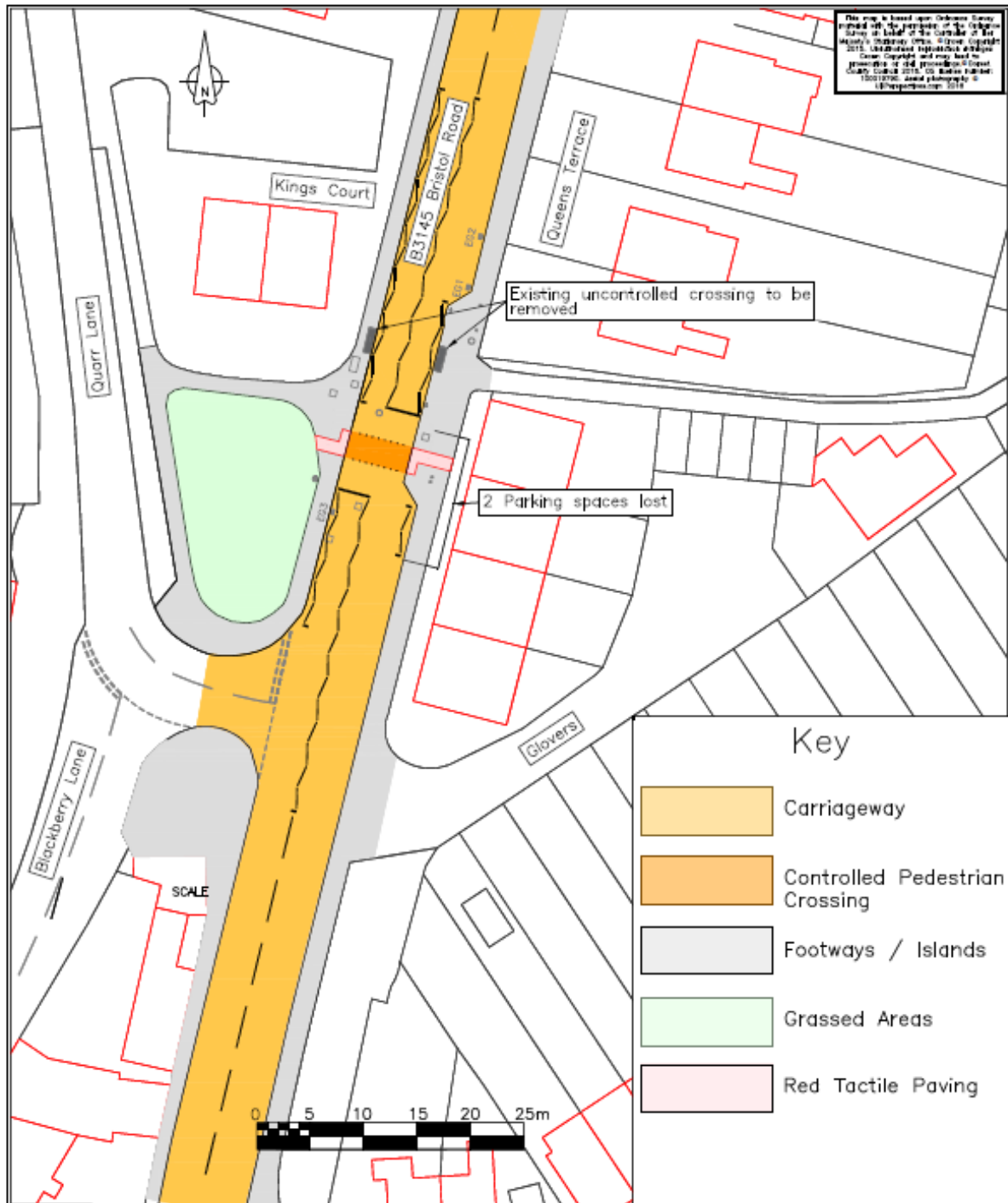
January 2019

Appendix 1 – Location Plan (not to scale)



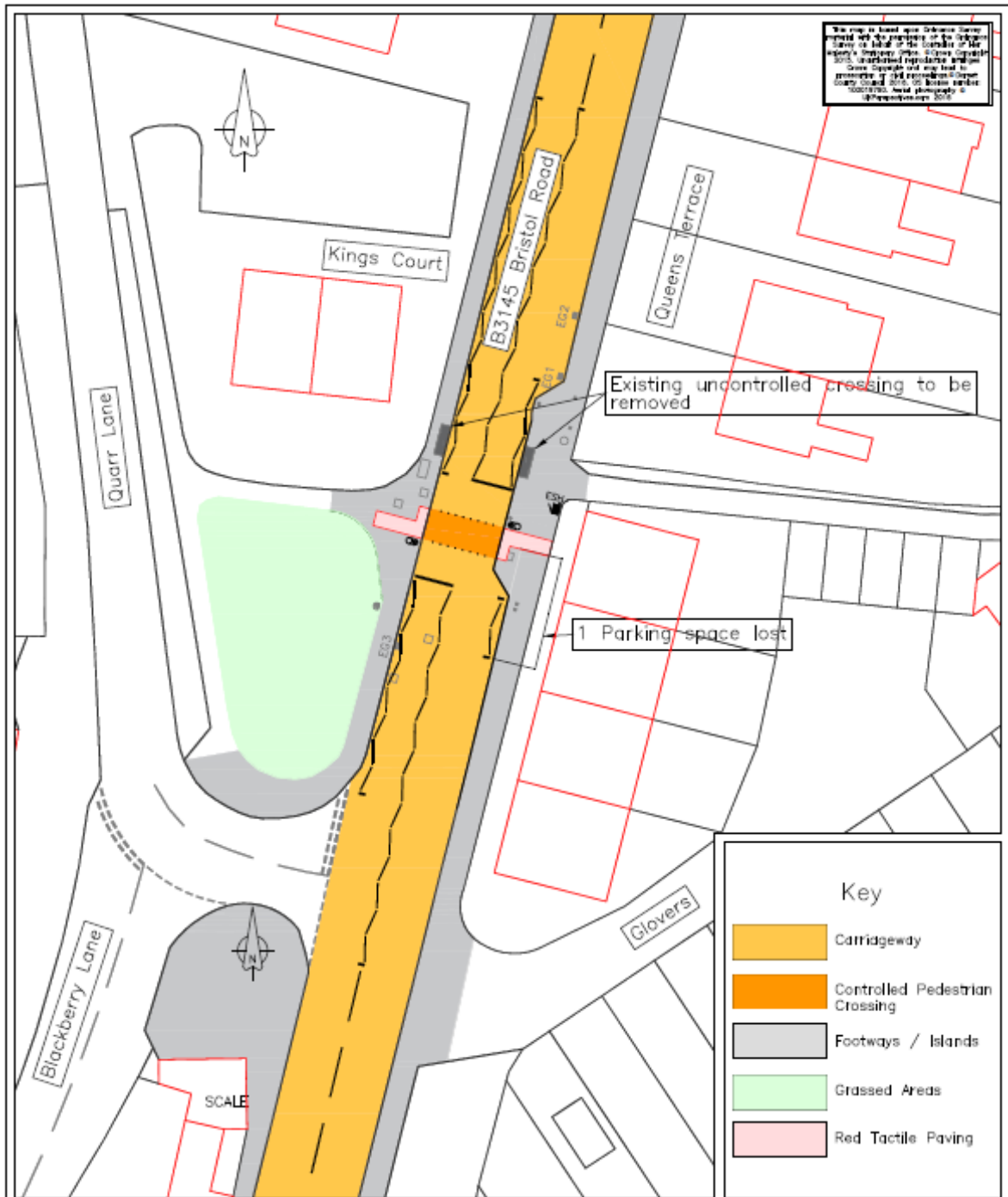
<p>Dorset County Council ENVIRONMENT AND THE ECONOMY DIRECTORATE Mike Barnes, Director for Environment and the Economy</p>		<p>Project Title Bristol Road Sherborne (84PC)</p>		<p>Project Information Drawing Number: HI1178-10-1-Orig Drawing Status: —</p>		<p>Revision History</p> <table border="1"> <thead> <tr> <th>Rev</th> <th>Date</th> <th>Issue / Remarks</th> <th>ALB</th> </tr> </thead> <tbody> <tr> <td>Orig</td> <td>12Dec18</td> <td>—</td> <td>Checked</td> </tr> </tbody> </table>		Rev	Date	Issue / Remarks	ALB	Orig	12Dec18	—	Checked
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<p>Drawing Title Site Location</p>		<p>Scale (A4 Size) As Shown</p>		<p>Date 12 Dec 2018</p>		<p>File Path I:\Projects\Active Projects\HI (Highway Improvements)\HI1178\Draw\HI1178_G02.dwg</p>									
<p>DORSET HIGHWAYS Matthew Piles Service Director Environment, Infrastructure and Economy</p>															


Appendix 2 – Scheme Plan



 Dorset County Council <small>ENVIRONMENT AND THE ECONOMY DIRECTORATE</small> <small>Mike Harris Director for Environment and the Economy</small>	Project Title		Bristol Road Sherborne (84PC)					
	Drawing Title		Puffin Crossing Scheme Plan					
DORSET HIGHWAYS Andrew Martin Head of Dorset Highways	Scale (A4 Size)	Drawn	Date		Orig			
	As Shown	RJT	04 Oct 2018		Rev	Date	Issue / Remarks	Checked
Drawing Number					Drawing Status			
HI1178-04-01-Orig					-			

Appendix 3 – Amended Scheme Plan



 Dorset County Council ENVIRONMENT AND THE ECONOMY DIRECTORATE <small>Mike Haines Director for Environment and the County</small>	Project Title Bristol Road Sherborne (84PC)			<table border="1"> <tr> <td>Orig</td> <td>03Dec18</td> <td>-</td> <td>A/B</td> </tr> <tr> <td>Rev</td> <td>Date</td> <td>Issue / Remarks</td> <td>Checked</td> </tr> </table>	Orig	03Dec18	-	A/B	Rev	Date	Issue / Remarks	Checked
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Rev	Date	Issue / Remarks	Checked									
Drawing Title Puffin Crossing Scheme Plan 2												
DORSET HIGHWAYS Matthew Piles <small>Service Director Environment, Infrastructure and Economy</small>	Scale (A4 Size)	Drawn	Date									
	As Shown	RJT	03 Dec 2018									
	Drawing Number HI1178-08-01-Orig			Drawing Status -								

Appendix 4 – Scheme Notice Period Summary of Representations

Address	Comments	Officer Comments
<p>4 Glovers, Bristol Road, Sherborne</p>	<p><u>Original representation:</u></p> <p>After looking at your proposed document involving the construction of the Pedestrian crossing, (which something definitely needs to be put in place), We have a few concerns.</p> <p>1) We feel the crossing is too close to the Quarr lane junction. Why can't the crossing be moved up in line with the public footpath, (shortcut to Vernalls road) where most people cross now. Even when we had a lolly pop person, this is where the school children crossed.</p> <p>2) With a Pedestrian crossing comes constant flashing lights, and looking at the drawing these lights will be seen from the house.</p> <p>3)The drawing reveals we will lose two parking spaces, this could have an impact on the flow of traffic, because people from the houses of Glovers use the front to park their cars (as there are too many cars per house to park round the back).</p> <p>4) My son who is disabled goes to Yewstock School is picked up outside our house in the morning and dropped off in the afternoon.</p> <p>5) We live at number 4 Glovers which is in line with the proposed Pedestrian crossing. The other 3 houses in the Glovers are rented (We fill they will not put in an objection to this proposal). This could have a negative effect on the value of the property.</p> <p>6) It has been over three years since we have not had a lolly pop person, so why has this proposal taken so long.</p> <p>As we said from the start something needs to be put in place, this would also help to slow the traffic (as some drive way to fast).</p> <p><u>Further points raised following site meeting</u></p> <p>1) We think the crossing is too close to our property, with people waiting to cross in view of our window.</p> <p>2)Why can't the crossing be moved north to the other side of the footpath to the allotments, (see attached) even though the path on the western</p>	<p>Email responses took place with a follow up site meeting held on 28th November with one of the owners, another adjacent property owner and the local member</p>

	<p>side is narrow (something could be done to make this work). Even though the crossing would be outside property 1 Queens Terrace, the crossing is further away from the house and would not be in view from their window.</p> <p>3) We also think you also you need another crossing at the junction at Quarr lane and Bristol Road, as school children have to cross here (just as dangerous).</p> <p>4) Why can't the road be reduced to 20mph?</p>	
<p>1 Grovers, Bristol Road, Sherborne</p> <p><i>Owners response although the house is rented out</i></p>	<p><u>Original Representation:</u></p> <p>1) Relocating the crossing away from its existing position seems to be illogical as this is the ideal place, it doesn't affect any properties. Having used this road regularly for 30 years and lived in the Grovers cottages I have never seen the path to the allotments used by vehicles as suggested.</p> <p>2) Another suggestion would be to locate the crossing by what I think is the water treatment works as you approach St. Aldhelm's Road. There are pavements both sides of the road in this area, no properties would be effected and sufficient visibility prior to the turn off. It's also close to the school.</p> <p>3) Parking along Bristol Road is a premium and I understand the Griffin School have suggested they would prefer students to park on the road in the future. Therefore losing more car spaces outside of Grovers seems unjustifiable.</p> <p>4) A lollipop person could be considered as an alternative for the busy periods.</p> <p>5) There have been no recorded accidents between Griffin School and Vernalls Road.</p>	<p>Email response provided for all points with a new amended plan</p>