

**Open Report on behalf of Paul Coathup, Assistant Director (Highways & Transportation)**

Report to:	<b>Planning &amp; Regulation Committee</b>
Date:	<b>03 December 2012</b>
Subject:	<b>Proposed Zebra Crossing - A152 High Street, Donington</b>

**Summary:**

The purpose of this report is to consider objections received to a proposal to implement a Zebra Crossing on the A152, High Street, in the centre of Donington.

**Recommendation(s):**

That the objections are overruled and approval given for the introduction of the Zebra Crossing.

**Background**

1. A152 High Street is the main road through the centre of Donington Village and is subject to a 30 mph speed limit. Following a request for a controlled crossing point by the Parish Council, a pedestrian survey was undertaken in March 2009 which showed that the County Council criteria for the provision of a pedestrian refuge were met.
2. A feasibility study was undertaken and various design options explored, but all showed problems and a Safety Audit also showed concerns, especially with the lack of forward visibility. After discussions with the Parish Council a decision was therefore taken to go one step up on policy and provide a Zebra Crossing on the apex of the bend.
3. Following detailed design work and securing funding for the proposed Zebra Crossing, consultation and advertising of the proposal has been undertaken.

**Objections**

4. Four written objections have been received following consultation and advertisement of the proposal and a hand delivered letter to all properties directly affected.
5. The first objection is on the basis that the crossing will increase the number of vehicles, particularly HGVs, accelerating and changing gear in the area after stopping for the crossing. The objector fears this will cause increased vibration and potential damage to their property which is only the width of footway from the carriageway edge.

6. The next objector believes that the provision of the crossing will further limit parking spaces on the High Street and lead to additional vehicles parking on the yellow zig-zag markings in front of the fire station, which already occurs occasionally. The objector feels this will restrict egress from the fire station in emergency situations.
7. The third objector states that the crossing is to be placed in the most congested part of the community, where there are bus stops, a car park, lorries unloading and parking restrictions. The objector feels that the area is overloaded and the crossing will reduce parking facilities, cause a loss of trade to businesses and lead to abuse of no parking areas.
8. The final objector has recently invested in a business property in the area of the proposed crossing. The objector believes that the proposed zig-zags associated with the crossing would make deliveries to the business very difficult and put at risk the investment made. The objector states that no car/pedestrian accidents have occurred at the location under consideration, and has included road safety research suggesting that the provision of a crossing where pedestrian accidents are low could have a detrimental effect and actually increase the likelihood of such incidents. The objector further states that there are many instances of shops closing as a result of crossings being installed adjacent to them, which in this case would include the Co-op, Chinese Takeaway and the Fish & Chip shop. The objector suggests a more suitable location for the crossing would be opposite the pathway to the park, further along High Street.

### **Comments on Objections**

9. The highway authority is not responsible for any alleged damage to property caused by traffic using the highway. The A152 is inspected four times a year and the length in question is in a safe condition.
10. The parking of vehicles on the yellow zig-zag markings in front of the fire station is a matter for police enforcement. There is no reason to believe that any parking restrictions resulting from the Zebra Crossing will lead to an increase in parking in this area.
11. The location of the crossing has been determined from detailed design work on the forward visibility available along the High Street and is at the most suitable point. It is also, as the objector states, at the most congested part of the High Street and therefore is expected to be well used. The pedestrian survey identified this area as the busiest for pedestrian movements.
12. The effect of the crossing on individual businesses is impossible to quantify in advance of the introduction of the crossing. Following a site meeting with the Parish Council, attended by the objector, it is apparent that the loading option outside the shop is unaffected by the Zebra Crossing proposal. The location of the proposed crossing is as requested by the Parish Council and links the main car park to the Village Co-op store and other shops. A Safety Audit has been undertaken by Lincolnshire Road Safety Partnership.

### **Consultation**

13. **Has Local Member Been Consulted?**

County Councillor Puttick, who covers the area under consideration, was consulted on the matter but has not yet commented.

**14. South Holland District Council**

Have been consulted and have raised no objections to the proposal.

**15. Lincolnshire Police / Lincolnshire Road Safety Partnership**

They have no objections to the proposal.

**16. Bus Companies**

No comments or objections have been received.

**17. Parish Council**

Donington Parish Council has been consulted and has raised no objections to the proposed crossing.

**Conclusion**

18. A number of objections from local residents have been received regarding the implementation of the Zebra Crossing on High Street. As stated above, the need for a crossing facility has been identified in accordance with the County Council criteria and additional concerns have resulted in the proposal for a Zebra Crossing rather than a central refuge. Whilst accepting the genuine concerns expressed by the objectors, the crossing will benefit the hundreds of pedestrians who cross this busy road each day to access the many businesses located on each side.

**a) Policy Proofing Actions Required**

n/a

**Appendices**

These are listed below and attached at the back of the report	
Appendix A	General Location Plan
Appendix B	Detailed Plan of Proposed Zebra Crossing

**Background Papers**

No background papers within Section 100D of the Local Government Act 1972 were used in the preparation of this report.

This report was written by Gareth Milner, who can be contacted on 01205-314578 or [gareth.milner@lincolnshire.gov.uk](mailto:gareth.milner@lincolnshire.gov.uk).