



**Open Report on behalf of Andy Gutherson, Executive Director - Place**

Report to:	<b>Planning and Regulation Committee</b>
Date:	<b>15 April 2024</b>
Subject:	<b>Sturton by Stow, A1500 Marton Road – proposed Puffin Crossing facility</b>

**Summary:**

This report considers objections to and a petition against a proposed pedestrian crossing facility in the village of Sturton by Stow at the location shown in Appendix A.

**Background**

Last year, the Executive set aside £1.5 million to provide a number of crossing facilities throughout the county via the Community Crossings Initiative. This site at Sturton by Stow has been selected for funding and is now the subject of a feasibility study for the installation of a Puffin crossing facility. Its proposed location between the junctions with the B1241 is shown in Appendix A. This is the central hub of the village where two convenience stores are located as well as the local pub, with a tea room situated a short distance away on High Street.

Currently an informal crossing point is provided to cross the A1500.

As highway authority the County Council is required to publicly advertise the introduction of formal crossing facilities in advance of any works, and this took place in February.

**Objections**

A petition containing 549 signatures has been submitted objecting to this proposal and the removal of parking the associated road markings will impose. Thirty-seven formal objections have also been received.

The majority of objectors have concerns that the proposed location for the crossing is unsafe given its proximity to the two junctions off the A1500, and that the many vehicle turning movements in this area will distract drivers and pose a risk to those using the crossing. It is suggested that the crossing will result in congestion here and should be relocated further east, away from the junctions. The majority of objectors are concerned about the effect of reduced on street parking in this area and how this may affect the

viability of the businesses and access for their deliveries. Currently vehicles are able to park on street between these junctions to visit and deliver to businesses as no restrictions are in place. There are concerns that the potential loss of businesses and amenities as a result of a crossing at this location will be detrimental to the community and vitality of the area. There will be negative impact on disabled members of the community who would have to park further away to access the shops as a result of the scheme and that displaced parking in general will cause obstruction elsewhere. In some responses it has been requested that consideration be given to alternative measures to slow traffic, such as traffic calming or speed camera installation. This would improve safety for all highways users and pedestrians trying to cross the A1500 and would be better value for money. A final concern is the disturbance to residents near to the crossing caused by its lamps and audible signal.

In support of the crossing twenty-seven letters and emails have been received. The consensus is that the safety for pedestrians will be improved by a Puffin facility as it is believed that traffic speeds are high and it is difficult to cross at this point. There are concerns that the current parking close to the junctions has a negative impact on safety as the visibility of pedestrians crossing is impaired by these vehicles. Other locations are available for parking in laybys and on side streets. The proposed location of the crossing is supported as it reflects the area where it is most convenient to cross and where the majority of pedestrians do choose to cross. Finally, as a crossing facility will make it safer and easier to cross the A1500, the severance between the two halves of the community resulting from this busy main route will be reduced. With improved access this may lead to more visits to the businesses in the area.

## **Comments**

The safety concerns regarding the proposed site of the crossing are noted. However the Safety Audit Report carried out in relation to this scheme reported no safety issues but recommended that the location of the crossing should lie centrally between the junctions to provide maximum visibility for vehicles turning out of these. The scheme has been adjusted to meet this requirement and the proximity of the crossing to nearby junctions is sufficient in line with guidance as space for at least one waiting vehicle will be provided. The recommended visibility distance of 40m required for approaching traffic in advance of the crossing at this location is achieved in both directions. New carriageway surfacing will be applied on each approach and signage to inform drivers approaching from both legs of the B1241 of the presence of the crossing will be installed.

Many concerns have been raised in relation to the removal of on street parking and the potential effect of this on local businesses. However, the zig zag markings as indicated in Appendix A must be included within the design to form a controlled area which will ensure that intervisibility between pedestrians and approaching vehicles is not obstructed. Parking for customers and deliveries will be available in the areas highlighted in Appendix B.

Consideration of alternative locations for this crossing has been given. However, there are no suitable sites to the east or west of the proposed site which will cater for the

pedestrian desire line. Locating the crossing away from the desire line will result in it not being used.

The funding secured for this improvement is to be used for the installation of crossing facilities across the county and therefore cannot fund the traffic speed reduction measures suggested as an alternative means of improving safety for pedestrians.

### **Conclusion**

The Community Crossing Initiative aims to provide facilities to improve the safety of pedestrians and the lives of those living in the communities by encouraging and making it easier to get around on foot, especially for those who are less able or vulnerable. In the case of Sturton by Stow, the proposed crossing will achieve these aims and bring benefit to the area by reducing the severance between the northern and southern parts of the village resulting from high traffic flow on the A1500.

### **Consultation**

The public advertisement for this proposal was published in the local press on 1<sup>st</sup> February 2024. Copies were sent to Sturton by Stow Parish Council and to West Lindsey District Council offices. The proposal was also posted on the County Council's website. All adjacent residents and businesses were directly contacted with regard to the proposal. The local Member is in support of the scheme.

#### **a) Risks and Impact Analysis**

None carried out

### **Appendices**

These are listed below and attached at the back of the report	
Appendix A	Site location and detail of proposed location of Puffin crossing

### **Background Papers**

The following background papers as defined in the Local Government Act 1972 were relied upon in the writing of this report.

Document title	Where the document can be viewed
Public advertisement, correspondence and petition	Available on request

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