

Individual Decision

The attached report will be taken as
Individual Portfolio Member Decision on:

18th March 2010

Ref:	Title	Portfolio Member(s)	Page No.
ID2004	Harts Hill Road/Vincent Road, Thatcham – Zebra Crossing Investigation	Councillor David Betts	3 - 17

Individual Executive Member Decision

Title of Report:	Harts Hill Rd/Vincent Rd, Thatcham - Zebra Crossing Investigation
Report to be considered by:	Individual Executive Member Decision
Date on which Decision is to be taken:	18 th March 2010
Forward Plan Ref:	ID2004

Purpose of Report: To report the results of a consultation and detailed design of the removal of the existing traffic calming feature and replacement with a zebra crossing on Harts Hill Road at its junction with Vincent Road.

Recommended Action: That the existing traffic calming feature be retained and a zebra crossing not be introduced.

Reason for decision to be taken: As detailed in the body of the report.

Statutory: **Other:**

Non-Statutory:

Other options considered: As detailed in the report

Key background documentation: None

Portfolio Member Details	
Name & Telephone No.:	Councillor David Betts - Tel (0118) 942 2485
E-mail Address:	dbetts@westberks.gov.uk

Contact Officer Details	
Name:	Jon Winstanley
Job Title:	Projects Manager
Tel. No.:	01635 519087
E-mail Address:	jwinstanley@westberks.gov.uk

Implications

Policy:	None
Financial:	A Member's bid of £20,000 has been approved as part of the 2009/10 Capital Programme. It is anticipated the removal of the existing build-out and provision of a zebra crossing can be accommodated within this budget estimate.
Personnel:	None
Legal/Procurement:	All procurement will be in accordance with the Council's Constitution.
Environmental:	None
Partnering:	None
Property:	None
Risk Management:	The project will be managed using the principles of the Council's Project Management Methodology.
Community Safety:	None
Equalities:	The scheme will be subject to a vulnerable road users audit and be designed accommodating the needs of all road users.

Consultation Responses

Members:	
Leader of Council:	Cllr Graham Jones has been consulted and has no comments.
Overview & Scrutiny Management Commission Chairman:	Cllr Brian Bedwell has been consulted and has no comments.
Select Committee Chairman:	Safer Select Committee Chairman - Cllr Quentin Webb has been consulted and has no comments.
Ward Members:	Local Ward Members Cllrs Lee Dillon & David Rendel have been consulted and their comments are detailed in the report.
Opposition Spokesperson:	Cllr Keith Woodhams has been consulted and has no comments.
Local Stakeholders:	See Appendix A.
Officers Consulted:	Mark Edwards - Head of Highways & Transport Mark Cole - Traffic Services Manager Andrew Garratt - Principal Traffic & Road Safety Engineer David Mitton - Group Accountant Jenny Noble - Transport Policy Team Leader
Trade Union:	N/A

NOTE: The section below does not need to be completed if your report will not progress beyond Corporate or Management Board.

Is this item subject to call-in.	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
If not subject to call-in please put a cross in the appropriate box:		
The item is due to be referred to Council for final approval		<input type="checkbox"/>
Delays in implementation could have serious financial implications for the Council		<input type="checkbox"/>
Delays in implementation could compromise the Council's position		<input type="checkbox"/>
Considered or reviewed by OSC or associated Task Groups within preceding 6 months		<input type="checkbox"/>
Item is Urgent Key Decision		<input type="checkbox"/>

Supporting Information

1. Background

- 1.1 A Member's Bid for the sum of £20,000 to replace the existing build-out on Harts Hill Road adjacent to Vincent Road with a zebra crossing was approved in January 2009. The bid was submitted by Councillor Richard Crumly (Thatcham Central Ward) and subject to the agreement of the Local Ward Members (Cllrs Lee Dillon and David Rendel, Thatcham North Ward). The Ward Members were subsequently consulted and offered their agreement to the provision of a zebra crossing as detailed on drawing no. 81311/11 in Appendix C.
- 1.2 The original build-out was introduced in 2008 as part of the Francis Bailey Safer Routes to School scheme, to reduce vehicle speeds and provide a safe crossing point following road safety concerns expressed by residents.
- 1.3 As part of the detailed design of the proposed zebra crossing, updated traffic and pedestrian flow information was gathered to assess if the flows are sufficient to justify the provision of a formal crossing using criteria stipulated by the Department for Transport. The government guidance used to assess the provision of pedestrian crossings is a PV^2 assessment (P = pedestrians crossing, V = vehicle flow – which are the average of the busiest four hours of the day). This calculation should be equal or greater than 1×10^8 and gives an indication of the need/difficulty encountered when crossing the road.
- 1.4 If the assessment falls slightly short of this figure then other factors can be taken into consideration, for example if the location is on a route to school or if there are a number of pedestrian injury accidents. There has been 1 personal injury accident at this location in the last 5 years which involved a school child being hit by a car. This occurred in 2006 prior to the build-out being introduced.
- 1.5 Using survey figures undertaken in February 2009 the $PV^2 = 7.92 \times 10^6$. This falls considerably short of the required levels of pedestrian and vehicular flow normally required for a zebra crossing.
- 1.6 As part of the design process a stage 2 Safety Audit was undertaken by an independent professional auditor. The auditor expressed concern that following the removal of the build-out the 85th percentile speed of traffic may exceed 35mph and if this is the case then the zebra crossing should not be introduced (a copy of the

audit can be seen in Appendix B). A traffic survey undertaken in February 2009 recorded the 85th percentile speed of traffic adjacent to no. 18 Harts Hill Road (approximately 60m north of Vincents Rd) at 36mph. It is anticipated that the speed of traffic will increase with the removal of the build-out.

- 1.7 As part of the consultation for the provision of a zebra crossing the Police were contacted for their views. Other stakeholders including frontagers, Thatcham Town Council and West Berkshire Disability Alliance were also consulted.
- 1.8 A summary of the consultation responses along with the response from Thames Valley Police can be seen in Appendix A. The Police comments mirror those of the safety auditor, that removal of the build-out will cause vehicle speeds to increase and may compromise pedestrian safety. The concern about increasing vehicle speeds is also reiterated by a number of residents consulted.
- 1.9 In light of the above responses the Local Ward Members were contacted. It was their view that the consultation with frontagers does not give a true representation of the views within their Ward and a wider consultation should be undertaken to establish the general consensus view of local residents that may use the route. Local Ward Members have therefore been issued with a draft copy of this report and given a period of one month to canvass the views of their constituents. Views have also been sought from other Thatcham Ward Members, Kennet and Francis Baily Schools and Thatcham Town Council.
- 1.10 Two responses to this extended consultation were received from Thatcham Town Council and from Mr P G Dick Headmaster of Kennet School. Copies of these can be seen in Appendix D. In brief Thatcham Town Council strongly support the provision of a zebra crossing and Mr Dick expressed concern about the potential increase in vehicle speeds and felt a wider traffic calming scheme worth investigating.
- 1.11 Taking into consideration all of the responses received together with the technical guidance, it is the opinion of Officers that a zebra crossing should not be provided at this location and that the current build-out is effective in both reducing vehicle speeds and providing a safe crossing point. This therefore leaves open the following three courses of action:
 - That a zebra crossing be introduced against the advice of officers;
 - That the current traffic management measure be retained and a zebra crossing not be introduced;
 - That a wider traffic calming scheme be designed to incorporate speed reduction measures on the approaches to the proposed zebra crossing location (*it should be noted that the accident record on this road does not justify the provision of traffic calming and any measures would be purely to facilitate the safe introduction of a zebra crossing. It would not be possible to deliver such a scheme within the current budget allocation*).

Appendices

- Appendix A – Summary of consultation responses.
- Appendix B – Stage 2 Safety Audit report.
- Appendix C – Drawing no. 81311/11 – Location Plan.
- Appendix D – Consultation responses to the ID report.

APPENDIX A

Summary of Harts Hill Consultation

West Berkshire Disability Alliance

Make sure that there is tactile paving at the crossing of Vincent Rd.
Can the gradient of the lowered footway of Harts Hill Rd be 1:20.

Harts Hill Rd Resident

Thought that the removal of the buildouts and construction of a zebra crossing would stop the queuing outside his house.

Vincent Road Resident

Thought that the new crossing would provide a safer place for crossing especially for children.

Police

See attached letter.

Harts Hill Rd Resident

Suggested that the buildouts had been very successful in slowing of the traffic along the road. He thought that the removal of the buildouts would lead to the increase in speed of traffic along the road.

Harts Hill Rd Resident

Expressed concern for 'boy racers' driving at high speed along the road and thought that the removal of the buildouts would lead to an increase in speed and make it more hazardous for pedestrians. The resident has suggested speed humps and the moving of the crossing further up the road.

Vincent Rd Resident

Against the proposal and thinks it's a waste of money.

Appendix B

CLIENT: - WEST BERKSHIRE COUNCIL

**HARTS HILL, THATCHAM
ZEBRA CROSSING**



**ROAD SAFETY AUDIT
STAGE 2 REPORT**

NOVEMBER 2009

**TRAFFIC MANAGEMENT CONSULTANTS
LTD**

Appendix B

1 INTRODUCTION

- 1.1 The nature of the proposed scheme is to provide a zebra crossing on Harts Hill Road, adjacent to its junction with Vincent Road. The scheme includes removal of a footway build-out & 'priority working', installation of belisha beacons and associated road markings, and lowering of an unsegregated footway / cycleway in the vicinity of the crossing.
- 1.2 The procedures and practices associated with Road Safety Audits are set out in Advice Note HD 19/03. It is confirmed that this road safety audit has been carried out based upon the principles of this standard. The comments and suggestions for road safety improvements made in this report seek to address matters that may have an adverse effect on road safety in the context of the chosen design. No attempt has been made to comment on the justification of the scheme or the appropriateness of the design. Consequently the auditors accept no responsibility for the design or construction of the scheme.
- 1.3 The Audit Team consisted of:
- | | |
|------------|--|
| L J Turner | A.M.I.H.I.E
Road Safety Engineering Consultant |
| P A Ronald | I.Eng. A.M.I.C.E, M.I.H.T. MSoRSA
Traffic Management Consultants Ltd (Director) |
- 1.4 The audit was undertaken during a visit to site between 12pm and 1pm on 11 November 2009. The weather was dry & overcast. The road surface was dry. The road safety implications of the scheme were discussed on site at this time.
- 1.5 The road safety audit was undertaken on the scheme as detailed on the following drawing & document:
- 81311/10 – Harts Hill Crossing – Proposed Design.
- Harts Hill, Thatcham – Zebra Crossing Proposal – Safety Audit Brief.

Appendix B

2 COMMENTS AND RECOMMENDATIONS

2.1 General

2.2 Problem

High skid resistance surfacing has not been provided on the carriageway approaches to the crossing.

Recommendation

Apply high skid resistance surfacing. Length based on approach speed & accident record.

2.3 Problem

The new gully on the south corner of Vincent Road would appear to be in front of dropped kerbs associated with the tactile paving uncontrolled crossing point.

Recommendation

Move gully & dropped kerbs away from each other.

2.4 Local Alignment

2.5 Problem

The Audit Team are concerned that with the removal of the footway build-out / priority working the 85th percentile speeds on this section of Harts Hill Road may exceed 35 m.p.h.

Recommendation

If 85th percentile speeds are greater than 35 m.p.h. then a zebra crossing should not be installed.

2.6 Junctions

Not used.

Appendix B

2.7 Non-Motorised User Provision

2.8 Problem

Visually impaired pedestrians crossing from the footway on the west side of Harts Hill Road to the unsegregated footway / cycleway on the east side of the road are not alerted to the fact that they are joining a shared facility.

Recommendation

Provide a transverse strip of corduroy paving across the unsegregated footway / cycleway on both sides of and close to the zebra crossing point.

2.9 Problem

The proposed tactile paving uncontrolled crossing point on the south side of Vincent Road does not line up with the existing similar crossing point on the north side of Vincent Road. Neither existing nor proposed tactile paving uncontrolled crossing points on the north side of Vincent Road are shown on the drawing.

Recommendation

Leave the tactile paving uncontrolled crossing point across Vincent Road in its present location. This will avoid conflict with the existing covers on the north corner, maximise visibility up Vincent Road from the south side, and minimise crossing distance.

2.10 Problem

Installation of the belisha beacon on the west side of the proposed zebra crossing will compromise the available footway width. Also there is an existing BT cover in the footway which may conflict with the 'L' shaped tactile paving.

Recommendation

Ensure a minimum 1200mm width of available footway behind the belisha beacon and install tactile paving away from BT cover.

Appendix B

2.11 Road Signs, Carriageway Markings And Lighting

2.12 Problem

With the removal of the footway build-out / priority working the 85th percentile approach speeds to the crossing may exceed 30 m.p.h.

Recommendation

If 85th percentile approach speeds are greater than 30 m.p.h. then provide advance warning signs to Diagram 544 of the TSRGD.

2.13 Problem

Existing 'road narrows' warning signs & posts on both sides of the proposed crossing have not been shown on the drawing.

Recommendation

Detail these signs for removal.

2.14 Problem

There are unsegregated footway / cycleway signs and posts on the east side of the existing Harts Hill Road crossing point which will require moving as part of the proposed works.

Recommendation

Relocate these signs on both sides of and close to the zebra crossing point such that they are visible to pedestrians crossing Harts Hill Road and turning onto the footway / cycleway in either direction.

2.15 Problem

Zig zag lines have not been provided on the west side of Harts Hill Road north of the proposed zebra crossing. A minimum of two lines must be provided.

Recommendation

Provide 8 zig zag lines on the west side of Harts Hill Road ensuring that they extend to or beyond the northern projected kerb line of Vincent Road.

Appendix B

2.16 Problem

No street lighting improvements have been shown on the drawing.

Recommendation

Consult an experienced lighting engineer to ensure that lighting levels and lighting column positions and spacings accord with the relevant British Standard for crossings.

3 AUDIT TEAM STATEMENT

I certify that this audit has been carried out based upon the principles of HD 19/03.

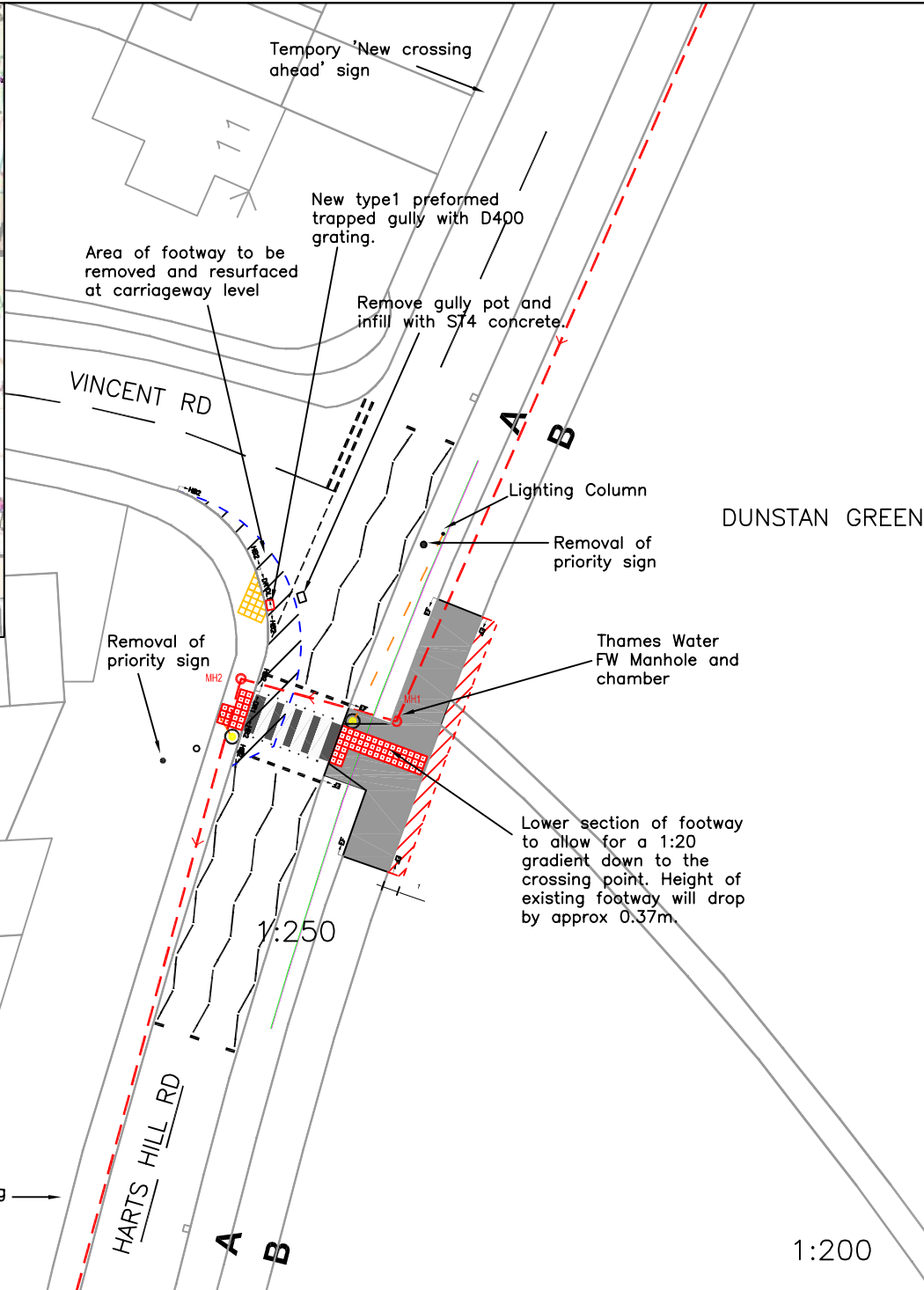
AUDIT TEAM LEADER

L J Turner A.M.I.H.I.E.
Road Safety Engineering Consultant
3 Pentylands Close
Highworth
Wiltshire
SN6 7JY

Date

AUDIT TEAM MEMBER

P A Ronald I.Eng. A.M.I.C.E, M.I.H.T. MSoRSA
Director
Traffic Management Consultants Ltd
14 Aintree Lane
Liverpool
L10 2JL



APPENDIX C

Key

----- Ducting

Foul Manhole Schedule		
MH Reference	MH C.L.	MH I.L.
MH1	79.2000	77.7400
MH2	78.8700	77.6100

- Notes
1. Do not scale from this drawing.
 2. All levels to be confirmed on site by the over seeing engineer.

REV	DESCRIPTION	DR	AU	REV DATE

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Highways and Transport
Council Offices
Faraday Road
Newbury
RG14 2AF

Project
Harts Hill Crossing

Drawing Title
Location Design Plan

Drawn by	PM	Date	Aug 09
Authorised by	As Shown	Scale	As Shown
Drawing Number	81311/11		Revision
			A2

C:\Highways and Transport\Projects\Highway Projects\Harts Hill crossing 81311\Drawings\Contract Drawings\Design for approval.dwg

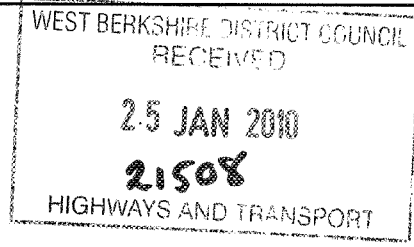
Kennet School

Telephone: 01635 862121
Fax: 01635 871814

Stoney Lane, Thatcham
Berkshire RG19 4LL

Executive Head: P G Dick OBE JP
Associate Head: Mrs S Croft

E-mail: office.kennet@westberks.org
Website: www.kennetschool.net



22 January 2010

Mr J Winstanley
Projects Manager
West Berkshire Council
Highways and Transport
Council Office
Faraday Road
Newbury
RG14 2AF

Dear Mr Winstanley

I am in receipt of your letter dated 19 January 2010 concerning the Harts Hill Road/Vincent Road.

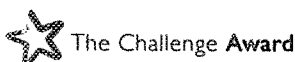
Obviously I am interested in ensuring the safest routes for pupils to travel to and from Kennet School and, as you point out, any change that results in a speeding up of traffic could result in an increase in pedestrians at risk. I therefore concur that the plan to install a zebra crossing would seem to be unwise from the evidence provided.


However, the surveys were carried out at times of the day when there is low traffic flow. Would it not be pertinent to investigate the situation when Kennet School and Francis Baily School were emptying of pupils when there must be more traffic and pedestrian movements along these routes.

The wider traffic calming scheme would seem to protect those pupils walking and cycling to school the most and should be considered if funding were available.

Yours sincerely

P G Dick
Executive Head



 You replied on 08/02/2010 14:30.

Jon Winstanley

From: Linda Adams [linda.adams@thatchamtowncouncil.gov.uk] **Sent:** Mon 08/02/2010 14:23
To: Jon Winstanley
Cc:
Subject: Harts Hill Road/Vincent Road - Zebra Crossing Investigation
Attachments:

Dear Jon,

Thank you for your letter of 19th January 2010 with attached draft Individual Decision report rel. above. This Council strongly supports the provision of a Zebra crossing in Harts Hill Road to replace the existing traffic calming feature.

This Council does not accept that the proposal would result in a significant impact on traffic speeds and considers a 'Zebra' crossing would be an effective and appropriate form of pedestrian crossing in this location.

Kind regards,

Linda Adams

Linda Adams (Administrative Officer)

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