OFFICER DECISION REPORT – ZEBRA PEDESTRIAN CROSSING

1

INFORMAL CONSULTATION (with the Chief Constable, Parking Services, Parish Council, and Ward Members)

PREPARED BY: Traffic Management Team, Highways and Traffic Group

TITLE OF REPORT:	**London Road East (Fiveways), Batheaston**
PROPOSAL:	**Proposed Zebra Crossing**
SCHEME REF No:	**24-006**
REPORT AUTHOR:	**Gina West**

1. DELEGATION

The delegation to be exercised in this report is contained within **Part 3**, **Section 4** of the Constitution under the **Delegation of Functions to Officers,** as follows:

Section A	The Chief Executive, Strategic Directors, Divisional Directors and Heads of Service have delegated power to take any decision falling within their area of responsibility….”
Section B	Without prejudice to the generality of this, Officers are authorised to: serve any notices and make, amend or revoke any orders falling within his/her area of responsibility.
Section D9	An Officer to whom a power, duty or function is delegated may nominate or authorise another Officer to exercise that power, duty or function, provided that Officer reports to or is responsible to the delegator.

For the purposes of this report, the Director of Place Management holds the delegated power to make, amend or revoke any Orders.

2. LEGAL AUTHORITY

This proposal is made in accordance with the Road Traffic Regulation Act 1984, which under Section 23 enables local highway authorities to establish crossings for pedestrians on roads for which they are the traffic authority, and may alter or remove any such crossings.

3. PROPOSALS

To covert the existing Pelican crossing on London Road East (near Fiveways) to a Zebra pedestrian crossing. The main benefit of a Zebra crossing over a signalised one is that people always have priority over vehicles. Other than checking that a vehicle is stopping, a person using a Zebra crossing does not need to wait for a signal. This means it's much quicker to cross, especially at this location, which is effectively two crossings. Currently, to get priority to cross, you have to press the push button at the side of the road, wait for the signal and then press a second push button on the island to wait for another signal.

The proposals are shown on the attached drawing.

4. BACKGROUND

The existing signalised crossings in High Street (near The Batch) and London Road East (near Fiveways) have reached the end of their serviceable life. Much of the equipment is now obsolete and it is no longer possible to keep them maintained in working order.

When signalised crossings have reached the end of their life, we look at whether the equipment should be replaced on a like for like basis or if a different type of crossing would better serve local needs. We must be mindful of what is the most cost-effective way of providing a safe crossing. Signalised crossings generally cost twice as much as a Zebra crossing to install and maintain.

Both crossings were installed before the bypass was open to traffic, when the road carried heavier volumes of traffic than today.

Engineers have observed the usage of these crossings and in both locations, due to the general low volume of traffic, most people do not push the button before crossing.

Based on the speed and volume of traffic and number of people crossing, we should replace both with Zebra crossings. However, due to the brow of the hill and the slight bend in the road in High Street, which can restrict visibility, we will retain this as a signalised crossing.

This proposal is replace the old Pelican crossing on London Road East with a new Zebra crossing.

5. SOURCE OF FINANCE

This proposal is being funded through the 2023/24 Transport Improvement Programme.

6. CONSULTATION REQUIREMENT

The proposal requires informal consultation with the Chief Constable, Ward Members, Parish Council, and the Cabinet Member for Transport.

PROPOSAL(S) APPROVED FOR INFORMAL CONSULTATION WITH THE CHIEF CONSTABLE, WARD MEMBERS AND CABINET MEMBER FOR HIGHWAYS.

Paul Garrod
Traffic Management and Network Manager

Date: 7th February 2024

EXISTING STAGGERED SIGNALISED CROSSING REPLACED BY IN LINE ZEBRA CROSSING
EXISTING BOLLARD TO REMAIN
EXISTING GULLY TO REMAIN
EXISTING ILLUMINATED TRAFFIC SIGN TO REMAIN
EXISTING BOLLARD TO REMAIN
EXISTING RAMPS AND TABLE TO REMAIN
ADDITIONAL 'Give Way' TRAFFIC SIGNA DDED TO EXISTING ILLUMINATED TRAFFIC SIGNS. REPLACEMENT TALLER POST REQUIRED.
EXTENT OF RESURFACING 30 METRES INTO JUNCTION
EXISTING ROUNDABOUT MARKING Diag 1003.1 REPLACED BY JUNCTION 'Give Way' MARKING Diag 1003 TO COMPLY WITH SIGNAGE
TRAFFIC ISLAND FULLY RESURFACED
RETAINED REFLECTIVE 'Keep Left' BOLLARD
EXTENT OF RESURFACING TO SPEED TABLE
EXTENT OF RESURFACING
FOOTWAY WIDENED TO 2.4 METRES
RELOCATED REFLECTIVE 'Keep Left' BOLLARD
GULLY RELOCATED TO NEW UPSTREAM RAMP POSITION
NEW BOLLARD
NEW RAMP AND TABLE
CYCLE STANDS RETAINED
KEY
PLAN 1:100