

## **Appendix 5 – Zebra Crossing at Hither Way, Lacock**

As the Cabinet Member for Highways and Transport, I Councillor Bridget Wayman have considered all of the comments below in the process of making my decision on this proposal.

- **Preparation of Pedestrian Crossing Assessment and the Cabinet Member report.**

It is normal practise for the same officer to prepare both technical and Cabinet Member reports. Once prepared they are reviewed and approved at a higher level before being submitted.

- **Relevance to the Council's Business Plan.**

**Priority 1 – Growing the Economy.**

Improvements to road infrastructure, particularly those that contribute to road safety and better provision for vulnerable road users, is considered to be helpful in encouraging economic growth.

**Priority 2 – Strong Communities.**

It is accepted that this heading should not have been included in the report.

**Priority 3 – protecting the vulnerable.**

A formal crossing facility is considered to provide a better provision for vulnerable road users.

**Priority 4 – Working with Partners as an innovative and effective Council.**

Working in partnership with the Community Area Transport Group (CATG), National Trust and Lacock Parish Council throughout the process.

- **Who was the original request submitted by in December 2015.**

Issue was discussed at the CATG meeting on 14<sup>th</sup> April 2016 and again at the meeting on 22<sup>nd</sup> June 2016 at which point the group agreed for the Pedestrian Crossing Assessment to be carried out and the agreed minutes confirm the issue was submitted by the Parish Council. A meeting was held on 22<sup>nd</sup> September 2016 with the National Trust and Parish Council to discuss the outcome of the draft assessment report. The assessment report was then completed and approved on 29<sup>th</sup> September 2016 and then taken to the next CATG meeting in November 2016 for discussion, where representatives of the National Trust and Parish Council were both present. It was agreed to accept the recommendations within the report and continue with the design process.

- **Funding sources.**

As far as Wiltshire Council are concerned the funding is split between the parties as specified in the report. Any outside agreements between the National Trust and Parish Council are between them and therefore not considered relevant to this report.

- **Public Health implications.**

In general the provision of improved crossing facilities are measures that are considered to help encourage walking and cycling. Therefore any increase in walking and cycling activities (and consequent reduction in vehicle use) are considered to be beneficial to improving public health.

- **Environmental and Climate Change Considerations.**

The National Trust Byelaws are irrelevant to the lighting requirements of a formal pedestrian crossing. There is a lighting requirement for the installation of all Zebra crossings, both the National Trust and the Parish Council were made aware of this requirement. The proposed lighting design is to the minimum standard that is acceptable.

- **Comments on Appendix 3 – Officer Comments.**

There are no comments to make on this subject, every individual has the right to voice their own comments and opinions regardless of their employment status or location of their property.

- **Recorded Injury Collision.**

The collision is detailed at Appendix 3 Objection ref 2 officer comment. The date of collision was 25/04/17 @ 00:01hrs. Regardless of the road name at the collision site Hither Way/The Wharf/C155 this is only one of many factors considered during the assessment for a pedestrian crossing.

- **Type of Crossings used in Wiltshire.**

Two types of standalone signal controlled crossings are used in the UK. The older type is the well-established 'Pelican' crossing but this is gradually being superseded by the 'Puffin' crossing. All new installations of signal controlled crossings in Wiltshire are of the 'Puffin' type. The comment made that Zebra crossings have been gradually phased out in favour of signal controlled crossings is incorrect. Zebra crossings remain a valid and effective method of assisting pedestrians to safely cross the road. There is no evidence or guidance issued by the Department for Transport to remove or limit the use of zebra crossings on the Public Highway.

- **Factors considered in assessment.**

There are a range of considerations taken into account when carrying out a Pedestrian Crossing Assessment which are all detailed within the Assessment Report. The criteria that Hampshire County Council use may well differ from that used by Wiltshire Council. National guidance is primarily contained in two Local Transport Notes (LTN 1/95 and LTN 2/95) issued by the Department of Transport, neither of which stipulate a threshold for the volume of vehicles per hour.