

North Yorkshire County Council

Business and Environmental Services

Executive Members

23 August 2019

Proposed Zebra Crossing, Dean Road, Scarborough,

Report of the Assistant Director – Highways and Transportation

1.0 Purpose of Report

- 1.1 To enable the Corporate Director of Business and Environmental Services (BES) and BES Executive Members to consider objections and comments received for a proposed zebra crossing, relocation of a bus stop and changes to parking bays on Dean Road, Scarborough.

2.0 Background

- 2.1 Dean Road is located within the Scarborough Controlled Parking Zone. There is a single bus stop on each side of the road, with restrictions between 7am and 7 pm.
- 2.2 Dean Road is approximately 865 metres long with the A165 roundabout dividing it into two. This document refers to changes to the west of the roundabout. The majority of traffic leaving or entering the 400 metre long section of Dean Road is through traffic or accessing the neighbouring residential roads. A cemetery borders the south side of the road, the north side is terraced and residential in the majority with a few small businesses.
- 2.3 Whilst investigating proposed highway improvements for the Dean Road/Columbus Ravine roundabout, officers were made aware of extreme difficulties experienced by partially sighted pedestrians travelling to and from Yorkshire Coast Sight Support, located on Dean Road near the junction with Roseville Avenue.
- 2.4 Yorkshire Coast Sight Support have informed us that regular visitors to the centre, use the bus which drops off and picks up travellers up from the bus stops located outside and opposite the centre. Due to the flow of traffic there is rarely a break in traffic for a vulnerable person to cross safely. We have been told that guide dogs are trained not to cross if they are simply waved over the road by a driver and instead, the guide dog must wait until they decide there is a safe gap in the traffic, which can add to confusion and congestion. Regular visitors to the centre have found themselves walking the 600 metres round trip down Dean Road to the roundabout at Columbus Ravine and back up, in order to cross Dean Road using the island. However crossing here still poses significant difficulties for the partially sighted pedestrians.

3.0 Proposal

- 3.1 The proposed changes are to install a zebra crossing with a build out. To accommodate this we require the relocation of the bus stop on the south side of the road to the west by 40 metres and the removal of approximately 33 metres of parking to install a zebra crossing and standard zigzag lining.

- 3.2 Proposed changes to the north are to remove approximately three parking bays in front of the Yorkshire Coast Sight Centre and next to the north side bus stop, to be used for the zebra crossing and zig-zag road markings.
- 3.3 In order to create a good visibility between approaching drivers and members of the public waiting at the crossing, we propose the kerb is built out on the south side of the crossing, in line with the existing parking bays. The bus stop moving 40 metres west of its current location will improve oncoming traffic's visibility and slow traffic towards the crossing
- 3.4 We propose no changes to the rest of the street and its current parking restrictions. In total, nine on street parking spaces would be lost in order to move the bus stops and provide the zebra crossing.

4.0 Consultation

- 4.1 A draft letter and plan were sent to the local county councillor Eric Broadbent and to Colin Eastwood, Manager of Yorkshire Coast Sight Centre on 18 March 2019. North Yorkshire County Council's Integrated Passenger Transport team was approached in February for advice on the most appropriate location for the south side bus stop, which would need to be moved to accommodate the zebra crossing.

5.0 Legal Consultation

- 5.1 In accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, the consultation and legal advertising took place at the same time.
- 5.2 A copy of the consultation letter and plan is shown in Appendix A, approximately 90 letters were hand delivered to residents and businesses, notices were placed on site from Wednesday 27 March 2019. Legal advertising was carried out in the local newspaper and a copy of all relevant documents was available in Scarborough library from Wednesday 27 March 2019. The closing date for the receipt of objections was the Wednesday 24 April 2019.
- 5.3 Comments were received between Wednesday 27 March 2019 and Wednesday 24 April 2019 in response to the consultation.

6.0 The Consultation Responses

- 6.1 A total of 16 responses were received to both consultation and legal advertising, this represents a 14% return rate.
- 6.2 The breakdown of those responding is shown below:

Two expressed their objection to the proposal, 14 indicated their support

Five provided additional comments, of these comments:

- One objector commented that the crossing would cause more danger to road users and believes there is not adequate parking
- Three expressing support commented the crossing would provide a safer and easier road crossing
- One commented that the visibility from an adjoining road was not sufficient and expressed concerns about emissions and noise pollution.

- 6.3 Responses from Statutory Consultees are as follows:
- The local County Councillor Eric Broadbent was involved in pre consultation discussions and commented “Thank you for the update on the proposed crossing on Dean Road, which has my total support.”
 - The County Council’s Passenger Transport Team support the crossing and noted the crossing will benefit both pedestrians and bus passengers with a safer crossing.
 - Scarborough Ramblers, Footpath Secretary responded with no objections to the proposal.
- 6.4 Appendix B shows the comments received, with officer comment provided for each.
- 6.5 Copies of all the responses will be available for the committee to view at the meeting.
- 7.0 Officer Comments**
- 7.1 The proposal is to move the location of the bus stop including the raised kerbs and removal of approximately nine parking bays, three from the north side and six from the south side of Dean Road in order to provide a zebra crossing. A built out kerb on the south side will allow better visibility of the crossing and slowing of the traffic, enabling the safe passage of the public including those less able to cross this well used road.
- 7.2 No responses were received from those residents closest to Yorkshire Coast Sight Centre. Responses received were from residents further east and west of the proposed crossing on Dean Road and the adjacent streets. Responses received from statutory consultees were in full support of this proposal.
- 7.3 Some of the comments from residents displayed concerns that the zebra crossing would not provide a safe crossing and instead cause collisions. Crossings, as with all road features rely on motorists following the Highway Code, installing the crossing should not prevent or increase inconsiderate driver’s actions.
- 7.4 Traffic speed survey equipment has shown the 85th percentile to be below 30mph on Dean Road, near the roundabout with Columbus Ravine and on Dean Road on the approach to Glen Bridge.
- 7.5 In the last three years of available records there have been two injury collisions on Dean Road between Manor Road and Columbus Ravine. They both resulted in slight injury and were both in the vicinity of the entrance to the cemetery, which is approximately 50 metres from the proposed zebra crossing location.
- 7.6 One collision involved a pedestrian on the footway being struck by a bus. The other involved a motorcyclist travelling along Dean Road towards Columbus Ravine which collided with a vehicle emerging from a private driveway.
- 7.7 The local member and has been provided with a copy of this report and has been invited to attend the BES Executive Members meeting on Friday 24 May 2019 should they wish to do so.

8.0 Conclusion

- 8.1 In conclusion the crossing, if approved, should provide a safer, more appropriate crossing facility for many vulnerable pedestrians who daily struggle to cross this road safely. The bus stops will function as the existing. We anticipate the loss of nine parking spaces on Dean Road not to have a significant impact upon the majority of the residents.

9.0 Equalities Implications

- 9.1 Consideration has been given to the potential for any adverse equality impacts on people with Protected Characteristics, arising from the recommendation. The results of the impact assessment has been set out in a completed 'decision not to undertake an Equalities Impact Assessment' form. This is attached at Appendix C and it shows that there are no negative impacts on any of the groups with protected characteristics.
- 9.2 The local Disabled Action Group was consulted on these proposals and a response was not received.

10.0 Financial Implications

- 10.1 The cost of the physical works has been estimated at just under £16,000. This includes for repositioning of street lighting columns and one bus stop, enhanced lighting at the crossing points, zebra poles and beacons and all necessary changes to the parking bays, road markings, kerbs and traffic signs associated with the scheme.
- 10.2 Enforcement cost for the parking restrictions would be unaltered, and there would be no loss in parking revenue as the area is within a disc parking zone where there are no pay and display restrictions.
- 10.3 The cost for this project will be met by an allocation from the County Council's Accessibility Schemes fund for 2019/20.

11.0 Legal Implications

- 11.1 A new process for the consideration of objections to traffic regulation orders was approved by the Executive on 29 April 2014 and County Council on 21 May 2014. The consideration of objections to Traffic Regulation Orders (TROs) is now a matter for the Executive and the role of the Area Committee is changed to a consultative role on wide area impact TROs. The consideration of objections has been delegated by the Executive to the Corporate Director of Business and Environmental Services (BES) in consultation with BES Executive Members. The new decision making process relates to the provision and regulation of parking places both off and on the highway where an objection is received from any person or body entitled under the relevant statute. A wide area impact TRO is classed as a proposal satisfying all of the three criteria set out below:
- The proposal affects more than one street or road and,
 - The proposal affects more than one community and,
 - The proposal is located within the ward of more than one County Councillor.

- 11.2 This TRO is not classed as having a wide area impact, and therefore the Area Committee's views have not been sought.
- 11.3 Officers consider that the proposal will enable the County Council to carry out their duty under Section 122(1) of the Road Traffic Regulation Act 1984, which provides that it shall be the duty of every local authority upon whom functions are conferred by or under the 1984 Act so to exercise those functions as to secure expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. The proposal will also enable the County Council to carry out their network management duty under Section 16 of the Traffic Management Act 2004 to secure the expeditious movement of traffic on the authority's road network and both then more efficient use and the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic on their road network.
- 11.4 In the event that the BES Executive Members resolve to approve the recommendations contained in this report, then to accord with the relevant statutory regulations, the County Council will be required to make and advertise the traffic regulation order concerned before it comes into operation. The County Council will also be required to notify the objectors of its decision within 14 days of the Order being made.
- 11.5 Where an Order has been made (sealed), if any person wishes to question the validity of the Order or any of its provisions on the grounds that it or they are not within the powers conferred by the Road Traffic Regulation Act 1984, or that any requirement of the 1984 Act or of any instrument made under the 1984 Act has not been complied with, they may apply to the High Court within six weeks from the date on which the Order is made.

12.0 Recommendations

- 12.1 It is recommended that:-
- i. The Assistant Chief Executive (Legal and Democratic Services) be authorised to make and seal the relevant Traffic Regulation Orders to give effect to the proposals for the zebra crossing scheme identified in Appendix A.
 - ii. Officers' ensure that the objectors are notified of the decision and the reasons for making that decision within 14 days of the Traffic Regulation Order being made as set out in Section 11.4 of this report.

BARRIE MASON
Assistant Director – Business and Environmental Services

Author of Report: Lindsey Walters

Background Documents: None



Your ref:

Richard Marr CEng., MICE.
Highways and Transportation

Our ref:

Area 3 – Whitby Office
Discovery Way
Whitby
YO22 4PZ
Tel: 01609 780780

Contact: Lindsey Walters

27 March 2019

Email: area3.whitby@northyorks.gov.uk
www.northyorks.gov.uk

Dear Sir/Madam

CONSULTATION RE: Proposed changes to parking areas and bus stop, to accommodate zebra crossing, Dean Road, Scarborough.

The County Council, as Highway Authority for the area, is proposing to install a zebra crossing near the Yorkshire Coast Sight Support on Dean Road between the corner of Roseville Avenue and Oakville Avenue to provide safe crossing of the highway to pedestrians.

In order to accommodate the zebra crossing we are therefore proposing the revision of the parking arrangements, Traffic Regulation Orders (TRO) that apply along part of Dean Road. Please see the attached plan that shows the proposed amendments to parking restrictions and new bus stop placement to avoid obstructing the field of view to the crossing.

The Council is required to consult those either directly affected by this proposal or who may have an interest, the purpose of this letter is to provide you with details of the proposal. We have attached a simple questionnaire for you to indicate your views regarding the proposal. **Please return questionnaires by Thursday 18th April 2019. You can also email your comments to area3.whitby@northyorks.gov.uk.**

It is also the duty of the Council to legally advertise this proposal which will be done in parallel with the consultation exercise. The legal process includes site notices and adverts in the local press detailing the specifics of the Traffic Regulation Order amendment.

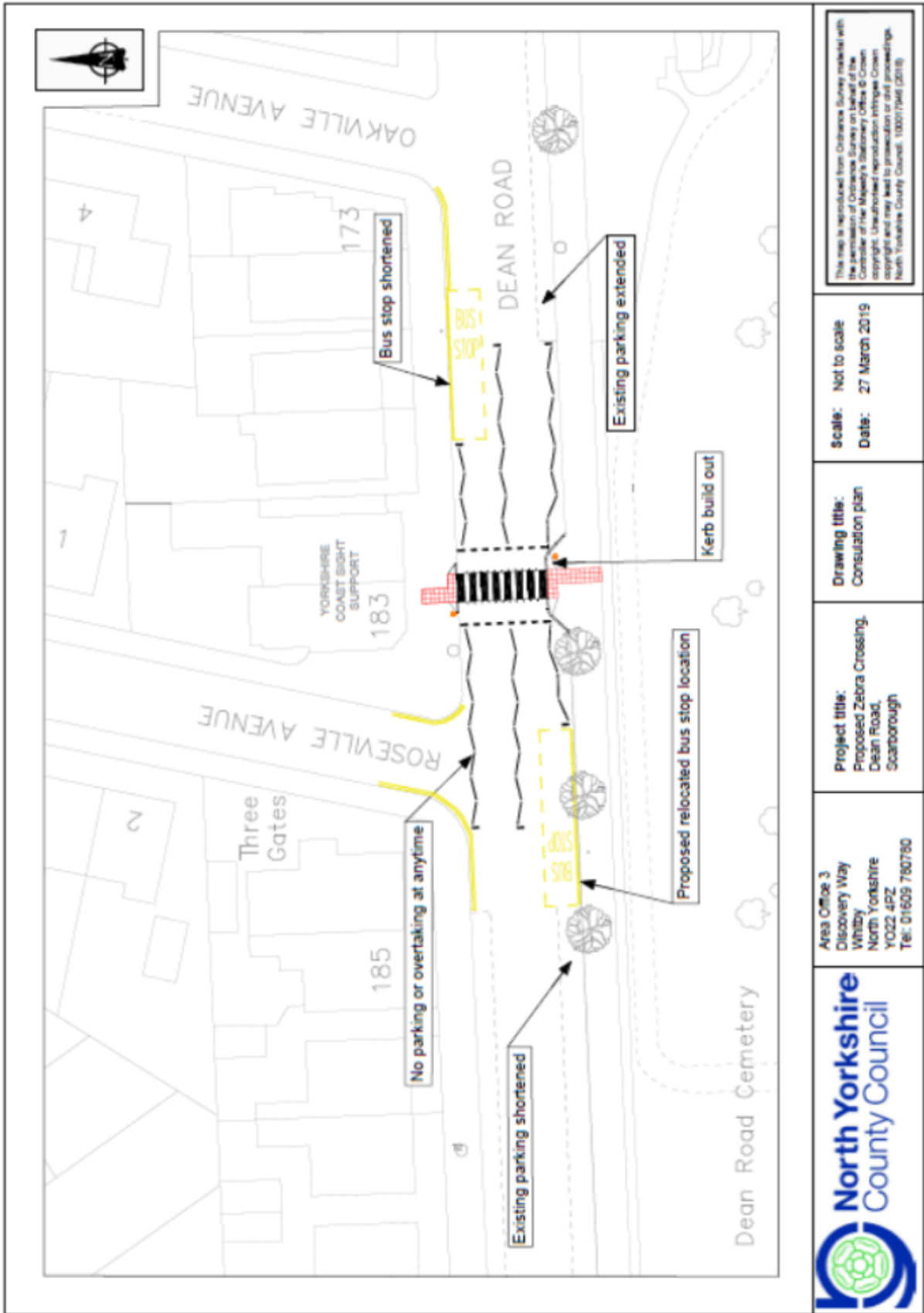
If there are no objections to the proposals, it is anticipated that the scheme would be implemented within six months from the end of the consultation period. However, if objections are raised which are not resolved or withdrawn, it will be necessary to report them to a meeting of the County Council's Business and Environmental Services (BES) Executive Members overseeing the responsibilities of Corporate Director, BES, David Bowe, to decide whether the objections should be upheld or overruled.

The date and venue of any meeting together with conditions regarding public access will be advised, if applicable. I trust this is satisfactory and look forward to receiving your comments.

Yours faithfully

HELEN WATSON

Helen Watson
Improvement Manager



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Scale: Not to scale
Date: 27 March 2019

Drawing title:
Consultation plan

Project title:
Proposed Zebra Crossing,
Dean Road,
Scarborough

Area Office 3
Discovery Way
Whitby
North Yorkshire
YO22 4PZ
Tel: 01609 780780



North Yorkshire
County Council



DEAN ROAD, SCARBOROUGH

PROPOSED CHANGES TO PARKING AREAS AND BUS STOP, TO ACCOMMODATE ZEBRA CROSSING, DEAN ROAD

Property Type (please tick appropriate box)	Business	<input type="checkbox"/>	Resident	<input type="checkbox"/>	None (Non-resident consultee)	<input type="checkbox"/>
Contact Name						
Contact Address						
Contact telephone/fax/email						

Do you support the zebra crossing being provided?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Do you support the proposal to change the parking areas and bus stop location?	<input type="checkbox"/>	<input type="checkbox"/>

Comments/Reasons for objection (if applicable):

Please return to: North Yorkshire County Council,
Area 3 - Whitby Office,
Discovery Way,
Whitby YO22 4PZ

You can also email your comments to: area3.whitby@northyorks.gov.uk

PLEASE RETURN QUESTIONNAIRES BY THURSDAY 18th APRIL 2019

FOI Statement

Your views are important and you are urged to complete the questionnaire without delay. Your name and address is required for the analysis of the survey. Forms that are returned incomplete cannot be included. You should also be aware that this is a public consultation and that once submitted, your comments may be held on a public file and may be made available for others to read under the Freedom of Information Act 2000.

Dean Road, Scarborough

Objection/Comment	Officer Comment
<p>1. <i>I do not support the zebra crossing. I do not support the change to the parking areas and bus stop location.</i></p> <p><i>I find your proposed changes in this area to be deeply concerning and feel you are completely unaware of the current dangers faced by pedestrians in this area and how these plans will only make things worse.</i></p> <p><i>Firstly the application of an entirely pointless and ineffective zebra crossing is only going to increase the chances of an accident, you will find that if you bothered to do any research in the area that there are multiple zebra crossings on Glen Bridge and Northstead Manor Drive which are already completely ignored by motorists despite the fact that these are mainly used by parents and children going to Northstead School.</i></p> <p><i>Secondly given that Northstead Manor Drive is regularly driven at a speed of 30mph despite the fact it is predominantly a 20mph zone further increases the risk to pedestrians. It is also well known in the local area that Dean Road and Columbus Ravine are frequently driven at 40mph making that roundabout incredibly dangerous with multiple collisions having occurred there. To summarize you would be putting an ignored zebra crossing on a road driven at up to 40mph outside a building used by visually impaired people, your basically creating a death trap.</i></p> <p><i>Thirdly we already have a problem in this area with taxi drivers parking outside of our homes forcing us to potentially park across the road and in my case I then have to cross a road which is driven at up to 40mph with my 4 children. Given taxi drivers already struggle to park on the unused side of the road despite the vast amount of parking space available as well as roundabouts at either end of the road which can be used to turn around easily I feel the issue would only escalate.</i></p> <p><i>Finally I feel there are issues in other areas which I have mentioned above which provide the evidence that this is a very bad idea. I feel suitable arrangements could be put in place in order to create safe crossing places on all the roads in this area and I would be happy to discuss them further</i></p>	<p>Objection noted.</p> <p>The dangers to the vulnerable parties i.e. children and the visually impaired should be aided with a zebra crossing. The addition of the build out should force motorists to reduce speed. Installing the crossing should not prevent or increase inconsiderate driver parking or manoeuvres.</p> <p>A zebra crossing is a recommended traffic calming solution by the Department of Transport for a 30 mph road. The presence of a zebra crossing should only reduce the speed of vehicles passing. While residents may have concerns about road safety the collision data does not support these claims. Collision data in this area show no collisions recorded on the proposed zebra crossing location or due to traveling above the speed limit.</p> <p>Residents will see a total loss of nine spaces between both sides of Dean Road. Parking will continue to be available either side of the crossing and bus stops.</p> <p>This proposal aims to improve provision for pedestrians crossing Dean Road, particularly the partially sighted pedestrians attending the Yorkshire Coast Sight Support Centre.</p>

	<i>if you are really interested in improving pedestrian safety.</i>	
2.	<i>Support the zebra crossing being provided. Support the change to the parking areas and bus stop location.</i>	Comments in support noted
3.	<i>Support the zebra crossing being provided. Support the change to the parking areas and bus stop location.</i>	Comments in support noted
4.	<i>Support the zebra crossing being provided. Support the change to the parking areas and bus stop location.</i> <i>We feel that the planned works will provide a safer crossing area that will benefit both pedestrians and bus passengers.</i>	Comments in support noted
5.	<i>As a pensioner who crosses the road in question, I will find it much easier if a zebra crossing is out in place, especially when getting off a bus returning from town.</i>	Comments in support noted
6.	<i>Support the zebra crossing being provided. Support the change to the parking areas and bus stop location.</i>	Comments in support noted
7.	<i>Support the zebra crossing being provided. Support the change to the parking areas and bus stop location.</i>	Comments in support noted
8.	<i>Support the zebra crossing being provided. Support the change to the parking areas and bus stop location.</i>	Comments in support noted
9.	<i>Do not support the zebra crossing being provided. Do not support the change to the parking areas and bus stop location.</i> <i>The zebra crossing is too close to the east of Roseville Avenue. This will be a danger to people on the pedestrian crossing and motorists turning left from Roseville Avenue going to town.</i> <i>There will be more diesel fume pollution from EYMS buses stopping for the zebra crossing, then driving 10 metres to the bus stop. Then starting off again.</i> <i>Also vehicle pollution when stopped at the crossing. There will also be extra noise levels from HGV air brakes as they slow down to stop.</i> <i>Councils are supposed to be working to stop vehicle pollution not creating more.</i> <i>This needs to be investigated further.</i>	Visibility from Roseville Avenue is at least 60 metres down Dean Road, the removal of the three parking spaces will improve visibility to the north and south side of the crossing. The distance between the proposed zebra crossing and the junction of Roseville Avenue exceeds the requirements set out Local Transport Note 2/95, The Design of Pedestrian Crossings which suggests a minimum of 5 metres as a safe distance from the position of a driver waiting at a give-way line of the side road and the crossing. The distance a driver waiting at Roseville Avenue junction to the proposed crossing is approximately 12 metres. The Highway Authority's main responsibilities are to facilitate

		<p>the safe passage of road users along and across the highway, this includes pedestrians.</p> <p>One bus runs hourly between 7am and 7 pm, the chance that someone wants to cross at the very moment a bus is approaching the zebra crossing is likely to be infrequent.</p> <p>While this concern is acknowledged, it is not envisaged that the crossing would cause significant emission or noise pollution.</p>
Comment made by Statutory Consultees.		
10.	<i>We have no objections</i>	Comments in support noted
11.	<i>We would like to pass on our approval of the scheme</i>	Comments in support noted
12.	<i>It is needed, to cross safely</i>	Comments in support noted
13.	<i>We have no objection to the proposed changes to the parking areas and bus stop for zebra crossing, Dean Road.</i>	Comments in support noted
14.	<i>Support the zebra crossing being provided. Support the change to the parking areas and bus stop location.</i>	Comments in support noted
15.	<i>We would be in favour of the proposed changes for parking areas and bus stop on Dean Road to enable a zebra crossing to be made.</i>	Comments in support noted

<p>Initial equality impact assessment screening form (As of October 2015 this form replaces 'Record of decision not to carry out an EIA)</p> <p>This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.</p>			
Directorate	BES		
Service area	H & T		
Proposal being screened	Proposal of new zebra crossing, relocation of existing bus stop and changes to existing parking bays on Dean Road, Scarborough.		
Officer(s) carrying out screening	Lindsey Walters		
What are you proposing to do?	Relocate south side bus stop, remove and alter disc zone parking and install a zebra crossing		
Why are you proposing this? What are the desired outcomes?	<p>To facilitate the safe passage of pedestrians across Dean Road via means for a zebra crossing, a zebra crossing was chosen due to the area being a 30 mph zone.</p> <p>Bus stop is to be relocated to improve visibility between the crossing and drivers.</p>		
Does the proposal involve a significant commitment or removal of resources? Please give details.	<p>The project which has allocated funding up to £18,000.</p> <p>This cost will be met by the Accessibility Funding 19/20 budget.</p>		
<p>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristic As part of this assessment, please consider the following questions:</p> <ul style="list-style-type: none"> • To what extent is this service used by particular groups of people with protected characteristics? • Does the proposal relate to functions that previous consultation has identified as important? • Do different groups have different needs or experiences in the area the proposal relates to? <p>If for any characteristic it is considered that there is likely to be a significant adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your <u>Equality rep</u> for advice if you are in any doubt.</p>			
Protected characteristic	Yes	No	Don't know/No info available
Age		✓	
Disability		✓	
Sex (Gender)		✓	
Race		✓	
Sexual orientation		✓	
Gender reassignment		✓	
Religion or belief		✓	

Pregnancy or maternity		✓	
Marriage or civil partnership		✓	
NYCC additional characteristic			
People in rural areas		✓	
People on a low income		✓	
Carer (unpaid family or friend)		✓	
Does the proposal relate to an area where there are known inequalities/probable impacts (e.g. disabled people's access to public transport)? Please give details.	<p>Yes providing a zebra crossing allows less able and visually impaired as well as children walking to school, the Yorkshire Coast Sight Centre is located adjacent.</p> <p>Due to the flow of traffic along Dean Road there is rarely a break in traffic for pedestrians to cross the road, regular visitors to the Yorkshire Coast Sight Centre have made the 600 metres journey down to the roundabout at Columbus Ravine which still poses significant difficulties for the partially sighted pedestrians and back up in order to cross Dean Road to access the bus stops adjacent to the Sight Centre.</p>		
Will the proposal have a significant effect on how other organisations operate? (E.g. partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.	No.		
Decision (Please tick one option)	EIA not relevant or proportionate:	✓	Continue to full EIA:
Reason for decision	<p>People with protected characteristics should not be adversely affected by the proposed changes and should find they will have a marginal increase their ability to access the local bus service.</p> <p>The project is being funded by the Highways disability access fund specifically to provide a safer means of crossing a road in particular for those visiting the Yorkshire Coast Sight Support Centre.</p>		
Signed (Assistant Director or equivalent):	<i>David Bowe</i>		
Date:	16.08.2019		