

North Yorkshire Council

Environment Executive Member

14 June 2024

Proposed Introduction of Zebra Pedestrian Crossing A6108 Richmond Road - Leyburn

Report of the Assistant Director – Highways and Transportation, Parking Services, Street Scene, Parks and Grounds

1.0 Purpose of Report

- 1.1 The purpose of this report is to advise the Corporate Director of Environment and Executive Member for Highways and Transportation of the outcome of the public consultation and statutory advertisement which took place with regard to this proposal and to ask for a decision to be made as to whether or not the proposed Zebra Pedestrian Crossing should be introduced in light of the objections.
- 1.2 Recommendation outlined in this report.

2.0 Background

- 2.1 The 'Safer Roads Fund' was established by the Department for Transport to facilitate road safety improvements on the 50 highest risk local 'A' classification roads in England. North Yorkshire County Council (as was) submitted a successful bid for funding for works at a number of locations throughout the County including on the route of the A6108.
- 2.2 One of the proposed schemes on the A6108 which has been allocated funding is for the improvement of pedestrian facilities along the A6108 Richmond Road. There is an existing pinch point to the southwest of the auction mart resulting in the eastern side of the road not having a suitable footway.
- 2.3 The Wensleydale School is located some 370m to the northeast of the proposed Zebra Pedestrian Crossing and provides education for up to approximately 500 children aged 11-18. The school is on the eastern side of the A6108. Therefore, those wishing to reach the school on foot (or other premises along the eastern side of the road) from the town center must make multiple crossing movements.
- 2.4 Detailed investigations were carried out to determine if it would be feasible to construct a new footway on the eastern side of the road at the 'pinch point'. However, due to limited road widths it would not be possible to maintain two-way traffic flows. Options involving traffic signals and a priority system to implement one-way traffic were investigated but discounted for technical reasons. In brief these were:
- Priority system – a suitable level of intervisibility could not be achieved between the two decision points. This could lead to collisions or vehicles having to reverse.

- Traffic signals – this solution was considered inappropriate given the number of uncontrolled accesses that would have been within the extents of the traffic signal-controlled area (including the fire/ police station).
- 2.5 As an alternative it is believed that the provision of the Zebra Pedestrian Crossing to enable safer crossing of the road will be of general benefit for pedestrians moving between the school, adjacent residential areas, and the Market Place. An assessment was carried out by the NYC Traffic Engineering team in July 2023, which considered the most appropriate type of pedestrian crossing to provide, and a Zebra Pedestrian Crossing was considered most suitable.
- 2.6 A location plan and general arrangement drawing is provided as Appendix A of this report.

3.0 Consultation Undertaken and Responses

- 3.1 The proposal has been the subject of public consultation. It has also been subject to public advertisement in accordance with Section 23 of the Road Traffic Regulation Act 1984. Public consultation took place on 05 February 2024 for 28 days. Advertisement took place between 08 and 29 March 2024.
- 3.2 Councillor Sedgwick who is the local member representing the Leyburn & Middleham Division was amongst the individuals and organisations contacted during the consultation and is supportive of the proposal. Leyburn Town Council is not supportive of the proposal.
- 3.3 During the consultation stage details of the proposal were also hand delivered to approximately 34 addresses in the vicinity of the site, comprised of a mix of residential and commercial properties. A plan showing the extents of the consultation is contained in Appendix B of this report.
- 3.4 At the conclusion of the consultation and public advertisement stages, a total of seven notifications of support and one of objection had been received from residents of properties in the immediate vicinity of the location for the proposed Zebra Pedestrian Crossing.
- 3.5 A further objection was received from the manager of commercial premises located in the vicinity of the proposed Zebra Pedestrian Crossing, a representative of the 'Wensleydale Show' committee and a resident of the town. Details of all the comments received are summarised in Appendix C of this report.
- 3.6 Design standards for Zebra Pedestrian Crossings are set out in *the Traffic Signs Manual Chapter 6 Traffic Control* (2019). However, this guidance is silent on the offset of such a crossing from junctions or accesses. LTN 2/95, whilst superseded, should still be considered useful guidance, and suggests that a Zebra Pedestrian Crossing should be offset at least 5m from a junction. The proposed location of the Zebra Pedestrian Crossing exceeds this distance; it is approximately 8m from the access with the auction mart car park and approximately 23m from the access with the auction mart itself.

3.7 The layout of the proposed Zebra Pedestrian Crossing has been designed in accordance with all relevant design guidelines and requirements and as such should not present a problem to the drivers of vehicles turning to and from accesses adjacent to the site. With regard to stationary traffic on the approach to the site then it is expected that this may increase the opportunity for maneuver as a driver waiting in line on the main road allows a turning vehicle to proceed. *The Traffic Signs Manual Chapter 6 Traffic Control (2019)* states “Pedestrians establish precedence by stepping onto the crossing and so delays to them are minimal. Vehicle delays are typically 5 seconds for a single person crossing but may increase where irregular streams of people cross over extended periods”. Therefore, the benefit to pedestrian safety is considered to far outweigh any minor delay experienced by vehicles using the highway network.

3.8 Alternative locations to situate the crossing further east are limited due to the proximity of existing junctions, existence of bus stops and level differences between the western footway and carriageway. It is also considered that the proposed location will benefit the largest population (including those accessing the Mart from their car park) compared to a location further northeast.

4.0 Financial Implications

4.1 If the proposed introduction of the Zebra Pedestrian Crossing is approved then the costs involved (expected to be in the region of £15,000) would be met fully by the Department for Transport’s ‘Safer Roads Fund’ budget for the A6108 corridor. The costs of ongoing maintenance and repair would be managed within existing highways operations budgets.

5.0 Equalities Implications

5.1 Consideration has been given to the Council’s Public Sector Equality Duty and the potential for any adverse impact arising from the recommendations of this report. Officers believe that the recommended options to deliver from this report do not have any adverse impacts on any of the protected characteristics identified in the Equalities Act 2010 or NYC’s additional agreed characteristics. The completed Equalities Impact Assessment screening form can be found in Appendix D.

6.0 Legal Implications

6.1 In making these proposals the Council has had regard to its duty pursuant to Section 122 of the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians. Officers do not consider that these proposals would be of detriment to those duties.

7.0 Climate Change Implications

7.1 Consideration has been given to the potential for any adverse impacts on Climate Change arising from the recommendations of this report. A Climate Change assessment has been completed and included as Appendix E to this report. It is the view of officers that the recommendations included in this report do not have any adverse impacts on Climate Change.

8.0 Reasons For Recommendations

- 8.1 In recommending the implementation of the proposed Zebra Pedestrian Crossing it is considered that this will enable the Council to comply with its duties under Section 122 of the Road Traffic Regulation Act 1984 to exercise its function as road traffic authority to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians).

9.0 Recommendations

- 9.1 It is recommended that:
- i. The Corporate Director for Environment in consultation with the Environment Executive Member for Highways and Transportation, approves the introduction of the Zebra Pedestrian Crossing as outlined in this report and detailed in Appendix A. That the Assistant Chief Executive (Legal and Democratic Services) be authorised to allow the proposed introduction of the Zebra Pedestrian Crossing as identified in Appendix A, (subject to the amendments and recommendations approved by the Corporate Director of Environment in consultation with the Executive Member for Highways & Transportation in light of the objections received) and that the objectors are notified within 14 days of the decision.

Appendices

- Appendix A – Location Plan and General Arrangement Drawing
- Appendix B – Local Consultation Map
- Appendix C – Comments Received
- Appendix D – Initial Equality Impact Assessment
- Appendix E – Initial Climate Change Impact Assessment

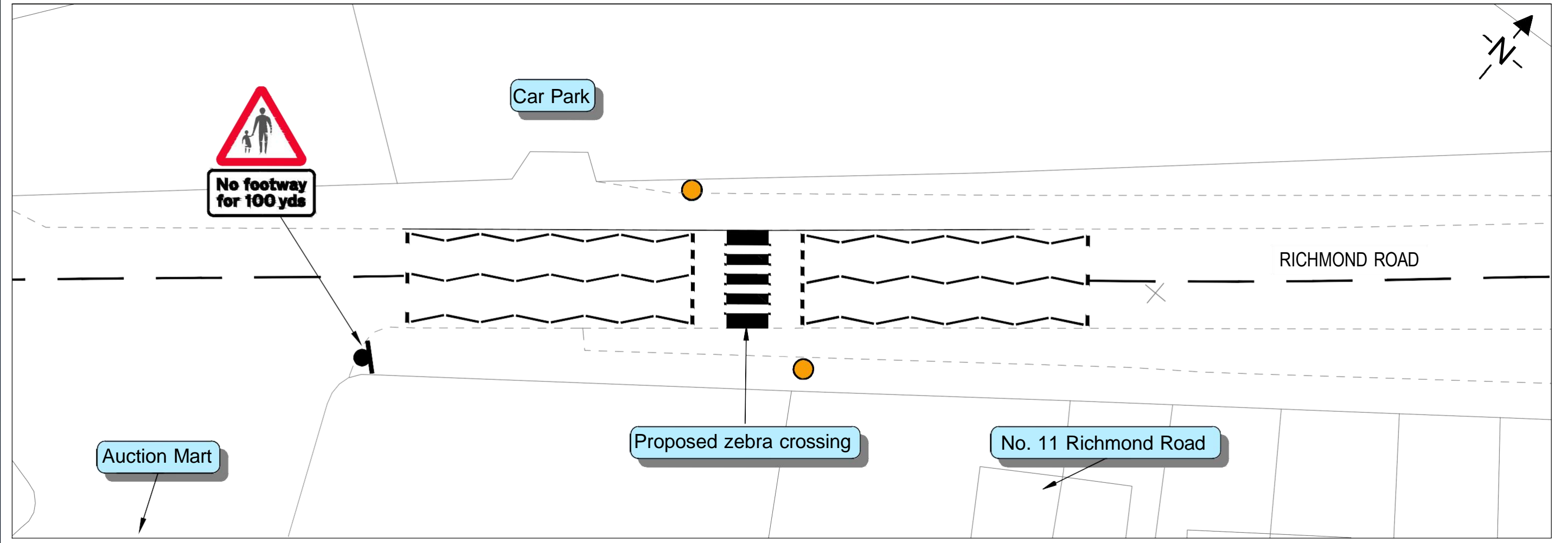
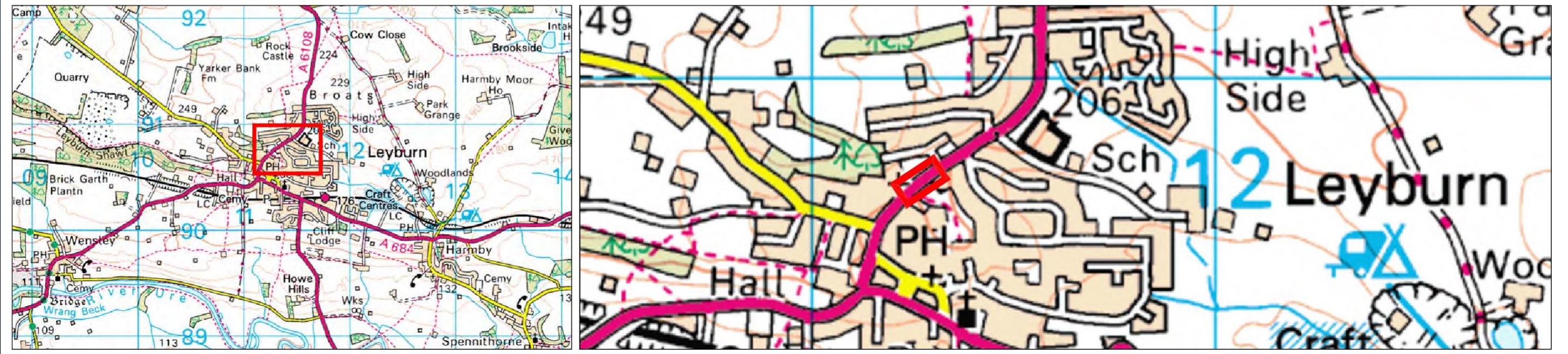
Background Documents - None

Barrie Mason
Highways and Transportation, Parking Services, Street Scene, Parks and Grounds
Assistant Director
County Hall
Northallerton
14 June 2024

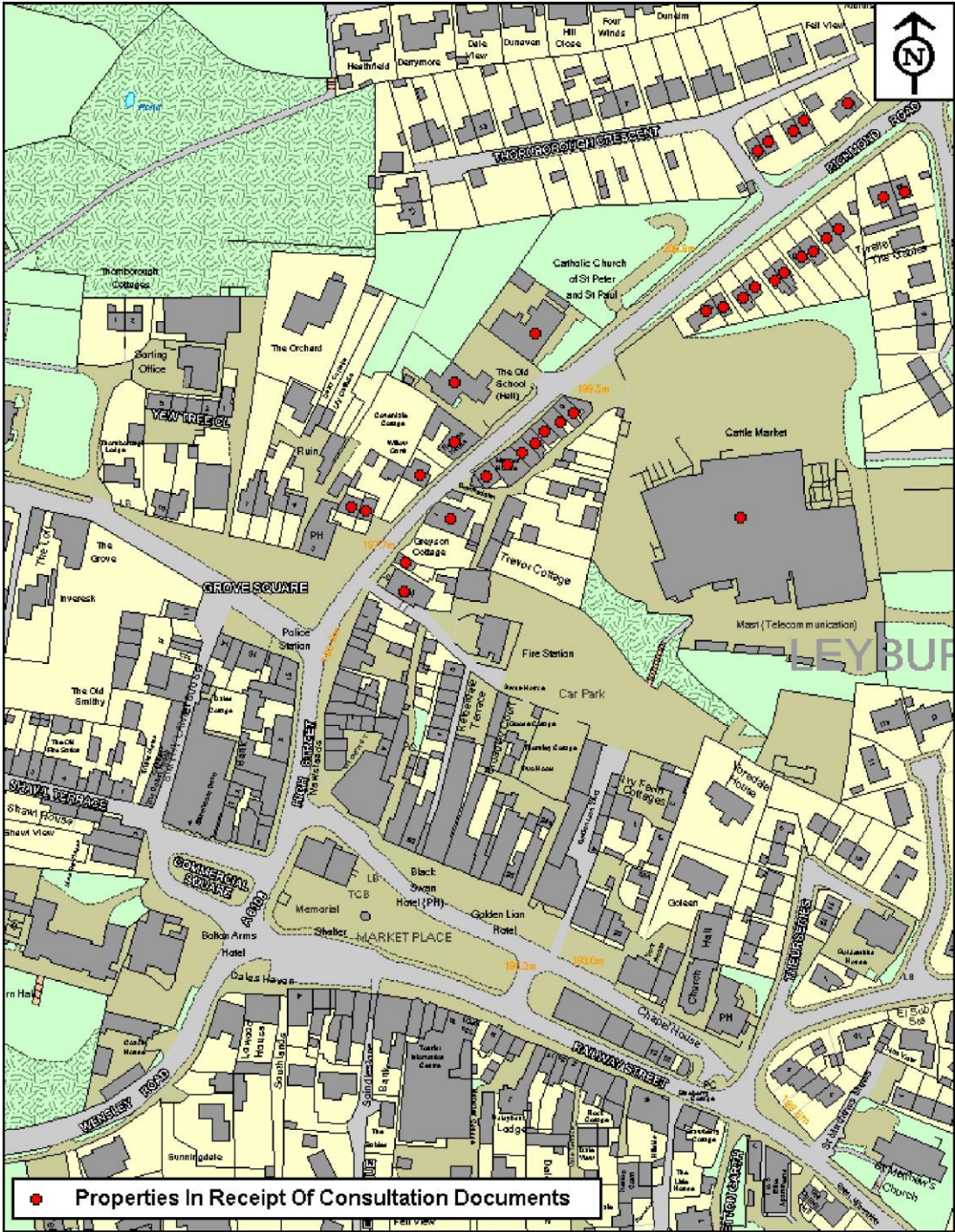
Author of Report: Alexander Gardner



A6108 RICHMOND ROAD PEDESTRIAN IMPROVEMENTS



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|---------------------------------------|--|---|
| <p>NORTH YORKSHIRE COUNCIL</p> | <p>Environment Department Corporate Director: Karl Battersby Assistant Director: Barrie Mason Highways & Transportation, Parking Services, Street Scene, Parks & Grounds</p> | <p>Project: - Proposed Zebra Crossing Drawing Title: A 108 Richmond Road - Leyburn</p> |
| | <p>Area 1 Richmond Drawn Date:-</p> | <p>Scale: NTS Drawing No.:-</p> |

Results Of Consultation For Proposed Zebra Crossing - A6108 Richmond Road, Leyburn

| <u>Responses In Support Of Proposal</u> | <u>Consultee Comment</u> | <u>Officer Comment</u> |
|---|---|---|
| Councillor Sedgwick | Supports the proposal | |
| Local Resident 1 | Supports the proposal | |
| Local Resident 2 | Supports the proposal | |
| Local Resident 3 | Supports the proposal | |
| Local Resident 4 | Supports the proposal | |
| Local Resident 5 | Will be a useful Traffic Calming measure but Waiting Restrictions are needed near to the Secondary School | The request for Waiting Restrictions is noted but does not fall within the scope of this project |
| Local Resident 6 | Will assist pedestrians, slow down traffic and assist with access to and from the Auction Mart | Noted and agreed |
| Local Resident 7 | A full width footway is needed on both sides of the A6108 to the west of the site | This was considered but the dimensions of the Highway are not conducive to this. The Zebra Crossing is proposed to allow pedestrians to cross to the side of the road with the full width footway |
| | A 20 Mph Speed Limit should be introduced | Not within the scope of this project |

| <u>Responses Not In Support Of Proposal</u> | <u>Consultee Comment</u> | <u>Officer Comment</u> |
|---|---|---|
| Leyburn Town Council | The proposed location is too near to the vehicular access for the Auction Mart and would be better placed towards the school | The proposed location meets all the relevant design guidelines. Siting the crossing nearer to the school would present difficulties with regard to the proximity to junctions and differences in level. Officers offered to meet the Town Council to discuss the proposals in detail, but this was declined. |
| Wensleydale Show Chair | The proposed Zebra crossing will cause undue delay to traffic travelling to and from the show field. The principle of a crossing is supported but this should be a signalised crossing which will not cause traffic to be stopped as frequently. | The show takes place on one day each year. If this is found to be a problem then the organisers will be asked to arrange for a Traffic Management operative to manage the use of the crossing on show days as part of the Safety Advisory Group (SAG) process. |
| Leyburn Auction Mart | Traffic on the A6108 waiting for pedestrians to cross will obstruct the vehicular access at the Auction Mart | The proposed location meets relevant design guidelines. Whilst there may be additional delay to vehicles at peak times, the benefit to pedestrians is expected to outweigh this. With regard to the proposed crossing it is expected that the flow of pedestrians wishing to cross at off-peak times will not create a problem. |
| | Larger vehicles entering and leaving the site will be obstructed by traffic on the A6108 waiting for pedestrians to cross | Queuing traffic may afford a greater opportunity for drivers to turn from the Auction Mart as drivers on the A6108 give way. |
| | The Auction Mart has a small car park on the opposite side of the road which will experience the same issues as the vehicular access to the main site | The proposed location meets relevant design guidelines. Any queuing traffic may afford a greater opportunity for drivers to turn from the Auction Mart as drivers on the A6108 give way. The crossing would also be of benefit to those wishing to cross from the car park to the auction mart. |
| Resident 1 | There is no problem for pedestrians crossing the road at the location in question and there is ample footways on each side. The proposal is a waste of money which could be better spent elsewhere in the town. The crossing will be a 'white elephant' | The crossing is proposed in order to assist pedestrians heading towards the Market Place to cross the A6108 before encountering a narrow section of footway which owing to space constraints cannot be widened. It will assist pedestrians travelling to and from the adjacent school and residential areas. |

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| Resident 2 | <p>The information provided as part of the consultation provides insufficient detail with no evidence of need, no risk assessment and no alternative options. Providing an informed response is therefore 'high on impossible'</p> | <p>It is considered that sufficient details of the proposals were provided as part of the consultation process. The issue of risk assessments etc. would not usually form part of this process.</p> |
| | <p>Having two Zebra Crossings in close proximity will seriously and adversely affect the flow of traffic to and from the town centre. The present Zebra Crossing causes such issues with pedestrians wishing to use the crossing having priority and both crossings should be of a signalised type to alleviate this issue</p> | <p>Whilst there may be additional delay to vehicles at peak times, the benefit to pedestrians is expected to outweigh this. With regard to the proposed crossing it is expected that the flow of pedestrians wishing to cross at off-peak times will not create a problem. The number of pedestrians crossing at off-peak times would not be expected to meet the criteria to justify the introduction of a signalised crossing</p> |
| | <p>The proposed crossing would potentially be of more benefit nearer to the school</p> | <p>Siting the crossing nearer to the school would present difficulties with regard to the proximity to junctions and differences in level. It would also have less benefit to other potential users.</p> |

| Initial equality impact assessment screening form | | | |
|---|--|----|------------------------------|
| 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. | | | |
| Directorate | Environment | | |
| Service area | Highway Operations | | |
| Proposal being screened | Proposed Introduction of Zebra Pedestrian Crossing A6108 Richmond Road - Leyburn | | |
| Officer(s) carrying out screening | Alexander Gardner, Improvement Manager Ian Beighton, Project Engineer | | |
| What are you proposing to do? | Install a new zebra pedestrian crossing along Richmond Road, Leyburn | | |
| Why are you proposing this? What are the desired outcomes? | To improve pedestrian connections along Richmond Road and to provide a safe pedestrian crossing point. | | |
| Does the proposal involve a significant commitment or removal of resources? Please give details. | No | | |
| Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC's additional agreed characteristics | | | |
| As part of this assessment, please consider the following questions: | | | |
| <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? | | | |
| If for any characteristic it is considered that there is likely to be an 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 directorate representative for advice if you are in any doubt. | | | |
| Protected characteristic | Potential for adverse impact | | Don't know/No info available |
| | Yes | No | |
| Age | | ✓ | |
| Disability | | ✓ | |
| Sex | | ✓ | |
| Race | | ✓ | |
| Sexual orientation | | ✓ | |
| Gender reassignment | | ✓ | |
| Religion or belief | | ✓ | |
| Pregnancy or maternity | | ✓ | |
| Marriage or civil partnership | | ✓ | |
| People in rural areas | | ✓ | |
| People on a low income | | ✓ | |
| Carer (unpaid family or friend) | | ✓ | |
| Are from the Armed Forces Community | | ✓ | |
| Does the proposal relate to an area where there are known inequalities/probable impacts (for example, disabled people's access to public transport)? Please give details. | The proposals will help all pedestrians to cross the road in a location with no existing provision. | | |

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|--|------------------------------------|---|-----------------------|--|
| <p>Will the proposal have a significant effect on how other organisations operate? (for example, partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.</p> | No. | | | |
| <p>Decision (Please tick one option)</p> | EIA not relevant or proportionate: | ✓ | Continue to full EIA: | |
| <p>Reason for decision</p> | No expected adverse impact | | | |
| <p>Signed (Assistant Director or equivalent)</p> | Barrie Mason | | | |
| <p>Date</p> | 06/06/2024 | | | |

Initial Climate Change Impact Assessment (Form created August 2021)

The intention of this document is to help the council to gain an initial understanding of the impact of a project or decision on the environment. This document should be completed in consultation with the supporting guidance. Dependent on this initial assessment you may need to go on to complete a full Climate Change Impact Assessment. The final document will be published as part of the decision-making process.

If you have any additional queries, which are not covered by the guidance please email climatechange@northyorks.gov.uk

| | |
|---|---|
| Title of proposal | Proposed Introduction of Zebra Pedestrian Crossing A6108 Richmond Road - Leyburn |
| Brief description of proposal | Provision of a zebra crossing along the A6108 Richmond Road, Leyburn. There is no footway along the eastern side of the road. This proposal will allow pedestrians to cross the road and access the Wensleydale School and other premises along the road. |
| Directorate | Environment |
| Service area | Highway Operations |
| Lead officer | Alexander Gardner, Improvement Manager |
| Names and roles of other people involved in carrying out the impact assessment | Iain Beighton, Project Engineer |

The chart below contains the main environmental factors to consider in your initial assessment – choose the appropriate option from the drop-down list for each one.

Remember to think about the following;

- Travel
- Construction
- Data storage
- Use of buildings
- Change of land use
- Opportunities for recycling and reuse

| Environmental factor to consider | For the council | For the county | Overall |
|--|-------------------------------------|-------------------------------------|-------------------------------------|
| Greenhouse gas emissions | No effect on emissions | No Effect on emissions | No effect on emissions |
| Waste | No effect on waste | No effect on waste | No effect on waste |
| Water use | No effect on water usage | No effect on water usage | No effect on water usage |
| Pollution (air, land, water, noise, light) | No effect on pollution | No effect on pollution | No effect on pollution |
| Resilience to adverse weather/climate events (flooding, drought etc) | No effect on resilience | No effect on resilience | No effect on resilience |
| Ecological effects (biodiversity, loss of habitat etc) | No effect on ecology | No effect on ecology | No effect on ecology |
| Heritage and landscape | No effect on heritage and landscape | No effect on heritage and landscape | No effect on heritage and landscape |

If any of these factors are likely to result in a negative or positive environmental impact then a full climate change impact assessment will be required. It is important that we capture information about both positive and negative impacts to aid the council in calculating its carbon footprint and environmental impact.

| | | | | |
|--|---|-------------------------------------|------------------------|--|
| Decision (Please tick one option) | Full CCIA not relevant or proportionate: | <input checked="" type="checkbox"/> | Continue to full CCIA: | |
| Reason for decision | It is not considered that the proposed introduction of a zebra crossing along A6108 Richmond Road, Leyburn will have a material impact on any of the factors listed in the above table. By improving pedestrian provision along Richmond Road, facilities will be improved for non-car modes. | | | |
| Signed (Assistant Director or equivalent) | Barrie Mason | | | |
| Date | 06/06/2024 | | | |