

Report to Deputy Leader & Cabinet Member for Transportation

Decision to be taken on or after 28 November 2019

**Decision can normally be implemented at least
3 working days after decision has been signed.**

Cabinet Member Report No. T31.19

Title: Proposed Zebra Crossing - Thorney Lane South, Iver

Date: 20 November 2019

Author: Darryl Bonsor

Contact officer: Christine Urry Tel: 01494 475355

Local members affected: Iver;

For press enquiries concerning this report, please contact the media office on 01296 382444

[Guidance can be found on the intranet at the following link:

<https://intranet.buckscc.gov.uk/how-do-i/member-services/decision-making/>

Is the report confidential? Please contact Democratic Services.]

Summary

Buckinghamshire County Council, in conjunction with the developer of Land Between M25 and Thorney Lane South, Iver, (planning app:17/00428/FUL) proposes to construct a Zebra Crossing in the publicly maintained section of Thorney Lane South, Iver. The Zebra Crossing in the publicly maintained highway is to be constructed at a point approx. 23 metres North of Bathurst Walk junction.

Recommendation

It is recommended that the Deputy Leader & Cabinet Member for Transportation approves the construction of the Zebra Crossing as proposed.



A. Narrative setting out the reasons for the decision

Planning Permission 17/00428/FUL- Construction of 250 vehicle commuter car park together with associated landscaping.

Condition 7 in the planning consent included the requirement for the developer to construct a pedestrian crossing point across Thorney Lane South.

- A statutory consultation was undertaken on the proposals in October 2019.
- This scheme has been reviewed from a highway safety perspective by Neil Biggs - Traffic Management Officer from Thames Valley Police and Peter Chapman – Senior Road Safety Engineer from Transport for Buckinghamshire, neither have objected to the type of crossing proposed or its location.
- This will provide a direct link to the new commuter car park to be constructed as part of the planning permission.
- We received 30 responses to the statutory consultation, out of which one objection was received and reviewed, which is summarised in the attached “Consultation Response Assessment” spreadsheet.

B. Other options available, and their pros and cons

There has been overwhelming support for this scheme following the statutory consultation. Should this scheme not go ahead as proposed, then the alternative would be to look at providing a signalised Puffin Crossing. This will cost the developer significantly more money to implement, and will require a further consultation period. Given the increased costs of providing a signalised crossing point, there is a strong possibility that the developer may not wish to pursue a reduction of the speed limit from 40mph to 30mph, as it is not a specific requirement for a signalised crossing to be constructed.

C. Resource implications

There will be no direct finance resource implications because the consultations and highway works are to be funded by the developer themselves.

D. Value for Money (VfM) Self Assessment

All works including this consultation are funded by the developer.

E. Legal implications

The Council's main powers in relation to provision of Zebra Crossings are set out in the Road Traffic Regulations Act 1984 (“the Act”). Section 23 of the Act allows a traffic authority to establish crossings for pedestrians on roads on which they are the traffic authority.

Before installing such a crossing, the traffic authority is required under section 23 of the Act to consult the chief officer of police about the proposal and to give notice of the proposals to members of the public.

It has been held by the courts that to be effective, consultation must meet the following tests:

- the consultation must be at a time when proposals are still at a formative stage;
- the proposer must give sufficient reasons for any proposal to permit of intelligent consideration and response;

- adequate time must be given for consideration and response; and
- that the product of the consultation must be conscientiously taken into account in finalising any statutory proposals.

It would appear from the content of this report and the background documentation that the above tests were met in this instance.

F. Property implications

Not applicable.

G. Unitary Council

There are unlikely to be any barriers or opportunities arising from this consultation.

H. Other implications/issues

Should this proposal be rejected there will be some local dissatisfaction, especially if it results in the developer not pursuing the speed limit reduction.

I. Feedback from consultation, Local Area Forums and Local Member views

It is the responsibility of the report author to ensure that local members are fully consulted in accordance with the Guidance (available from Member Services). All local members affected must be consulted. Where a decision affects all divisions and a corporate issue only then this must be stated in this section.

Local Members must be given advance notification of a forthcoming decision that affects their local division. In addition, they must be consulted on the detail of the decision in question. The following sections must be complete:

Date advance notification of decision given: 14/10/2019

Date local members consulted on draft decision: 08/11/2019

Deadline given for responses: 15/11/2019

Cllr Chris Jordan – Objected

The location has a number of important safety issues as follows:

- 1) Thorney Lane South is an extremely busy road and has the highest density of HGV traffic in Buckinghamshire on a non-motorway road. The new crossing will be located close to the exits from Thorny Business Park and Court Lane.
- 2) The proposed location of the crossing is close to the junction with Bathurst Walk. Drivers of vehicles turning left from Bathurst Walk will be focussed on traffic approaching from the south and so are less likely to see pedestrians on the crossing.
- 3) Drivers of southbound vehicles will be unsighted by the elevation of the railway bridge.
- 4) The planned car park includes a number of spaces for blue badge holders. Individuals using those spaces are, by definition, likely to have limited mobility and, as such, require a longer period when crossing the road.
- 5) The southbound side of Thorney Lane South at this point is poorly illuminated.

For these reasons, I would strongly urge the Authority to introduce a 30 mph speed limit **and** install a traffic light-controlled crossing. Neither of the options as presented (30 mph limit with zebra crossing **or** 40 mph limit with a light-controlled crossing) is acceptable.

Cllr Wendy Matthews

I would like to express my total support for this proposal which will be essential for the operation of the car park to enable it to effectively serve the station.

Cllr Carol Gibson

The volume of traffic using Thorney Lane South makes it imperative that the crossing is visible well in advance and the best possible beacon should be used, and kept clean.

Cllr Luisa Sullivan

Thank you for requesting my views as the local member for The Ivers, RP and Thorney. I have followed this resident working group, consisting of RP resident representatives, the developer and representatives, BCC highway network improvement team and local Cllrs. I am happy that full and thorough consultation has taken place and am assured that there is wide support for this scheme to move forward to enable alternative commuter parking for users of the cross rail Iver station.

J. Communication issues

All Consultees will receive the outcome in either the manner in which they contacted us or via email.

K. Progress Monitoring

Not applicable.

L. Review

Not applicable.

Background Papers

*"17-117-100D Section 278 Agreement.pdf" for formal consultation.
"Consultation Response Assessment"*

Your questions and views

If you have any questions about the matters contained in this paper please get in touch with the Contact Officer whose telephone number is given at the head of the paper.

If you have any views on this paper that you would like the Cabinet Member to consider, or if you wish to object to the proposed decision, please inform the Democratic Services Team by 5.00pm on 27 November 2019. This can be done by telephone (to 01296 382343), or e-mail to democracy@buckscc.gov.uk