

# PORTFOLIO HOLDER ENVIRONMENT AND TRANSPORT

<b>DATE</b>	23 October 2023
<b>REPORT OF</b>	Councillor Stewart Swinburn, Portfolio Holder Environment & Transport.
<b>RESPONSIBLE OFFICER</b>	Carolina Borgstrom – Director for Environment, Economy and Infrastructure
<b>SUBJECT</b>	Petition request for a zebra crossing on St Nicholas Drive, Grimsby.
<b>STATUS</b>	Open
<b>FORWARD PLAN REF NO.</b>	PHET 10/23/01

## CONTRIBUTION TO OUR AIMS

The introduction of improved pedestrian facilities where they are appropriate supports pedestrian accessibility to local services including shops, schools, leisure facilities and health care. In doing so they contribute to a safer highway environment for all highway users. They also support the health and wellbeing of local residents a stronger local economy for all.

## EXECUTIVE SUMMARY

This report provides a response to the petition received by North East Lincolnshire Council from Mr Everett on 2 March 2023 seeking a Zebra pedestrian crossing on St Nicholas Drive near to the cutting through to Timberley Drive.

## RECOMMENDATIONS

It is recommended:

1. Not to progress a scheme to introduce a controlled pedestrian crossing at this location at this time but to continue to monitor traffic speeds and volumes along with pedestrian demand and review the situation should further evidence arise of an increase in pedestrian demand or additional road safety concerns be raised.

## REASONS FOR DECISION

There is currently no data held on file by North East Lincolnshire Council to suggest that there is a significant requirement for the introduction of a formal pedestrian crossing at the location on St Nicholas Drive. There have been no recorded collisions within the vicinity of this location in the last five years, vehicle speeds are well below the posted speed limit (with an offending rate of less than 1%) and the number of pedestrians recorded crossing the road and hence who might benefit from a crossing being very low.

## BACKGROUND AND ISSUES

- 1.1 In March 2023 a petition was received by the Council requesting the introduction of a Zebra pedestrian crossing on St Nicholas Drive near to the Jubilee pub car park to help make it safer for children going to school and people in wheelchairs or mobility scooters to access local shops.
- 1.2 The petition was signed by a total of 1,260 people (including 308 via an online petition).
- 1.3 STATS19 data collated by Humberside Police relating to collisions where an individual has been hurt show that in the last five years there have been no reported collisions on St Nicholas Drive between the junction with Wybers Way and the junction with Candlesby Road.
- 1.4 A series of pedestrian and traffic counts have been carried out by the Traffic team. Vehicles travelling past 361 St Nicholas Drive (in both directions) were counted along with anyone crossing St Nicholas Drive between the junction with Wybers Way and the access to the Co-op food store car park. It is assumed that anyone crossing between these two points could benefit from a formalised crossing.
- 1.5 The counts were carried out outside of school times acknowledging that there is an existing School Crossing Patrol on duty in the area to help at school pick-up and drop-off times. The results of the surveys are shown below:

Date of count	Wed 07/12/2022		Tues 11/04/2023		Thur 27/04/2023	
	Veh	Ped	Veh	Ped	Veh	Ped
09:00-09:30	156	8	-	-	164	3
09:30-10:00	121	6	-	-	128	4
10:00-10:30	160	6	-	-	143	3
10:30-11:00	120	4	-	-	139	5
11:00-11:30	146	1	-	-	120	7
11:30-12:00	124	3	-	-	118	7
12:00-12:30	146	5	162	10	122	6
12:30-13:00	148	1	188	1	119	3
13:00-13:30	147	1	131	9	131	3
13:30-14:00	127	0	154	4	153	4
14:00-14:30	127	0	148	4	131	3
14:30-15:00	156	5	147	6	142	1

- 1.6 The data above suggests that on average the number of pedestrians who would benefit from a Zebra crossing are likely to be very low especially as information provided by the Enumerator who carried out the counts suggested that less than half of the people counted were crossing and then going down the cutting to Timberley Drive.
- 1.7 Speed data has been collected at two sites on St Nicholas Drive in April 2023 and is presented in the table below. Data is collected and calculated over a full 7-day period to reflect that the requested crossing would be in operation 24/7.

Site	Average 2-way speed	85 <sup>th</sup> percentile 2-way speed	Offending rate (Speed limit + 10% + 2mph)
St Nicholas Drive (east of Faulding Way junction)	21.5mph	25.0mph	0.1%
St Nicolas Drive (west of Candlesby Rd junction)	21.1mph	26.8mph	0.7%

1.8 These figures do not indicate that there is a problem with inappropriate vehicle speeds at either location, average speeds are well below the posted speed limit and offending rates (travelling at more the speed limit + 10% + 2mph) are below 1%, on average less one vehicle an hour is travelling at more than 35mph.

1.9 There is an existing School Crossing Patrol Officer that supports access to the nearby school at school pick-up and drop-off times. The introduction of a formal crossing would therefore provide only minor road safety benefits in comparison to the current situation.

## **2. RISKS AND OPPORTUNITIES**

2.1 There are only minimal risks associated with agreeing to progress with the recommended decision. The recommendation maintains the current 'as is' situation. The data available does not suggest that there is a need to make amendments at this time.

2.2 The key risk with not following the recommendation and progressing with a zebra crossing is that spending, a relatively large amount of LTP capital to deliver a pedestrian crossing at a site which does not have a particular speeding or road safety issue means that the funding cannot then be assigned to other areas with a greater need or in areas with a higher rate of KSI and cKSIs. This may result in criticism and / or reputational damage to the Council.

## **3. OTHER OPTIONS CONSIDERED**

3.1 The aim of this report is to specifically respond to the petition for a Zebra crossing, the report therefore has only considered this item and no others.

## **4. REPUTATION AND COMMUNICATIONS CONSIDERATIONS**

4.1 Whilst the recommendation in this report is not what was being requested by the petitioners there is limited opportunity for negative reputational implications for the Council. The data shows that there is no recorded accident problem at the site and that vehicles are generally travelling well below the speed limit.

4.2 The introduction of a formal crossing points is unlikely to offer good value for money.

## **5. FINANCIAL CONSIDERATIONS**

5.1 The recommendation does not require any capital expenditure.

## **6. CHILDREN AND YOUNG PEOPLE IMPLICATIONS**

6.1 The recommendation will not result in any changes being made and as such the impact on children and young people will be neutral.

## **7. CLIMATE CHANGE AND ENVIRONMENTAL IMPLICATIONS**

7.1 The recommendation will not result in any changes being made and as such the impact on climate change and the environment will be neutral.

## **8. CONSULTATION WITH SCRUTINY**

8.1 There has been no consultation with Scrutiny in relation to this matter.

## **9. FINANCIAL IMPLICATIONS**

9.1 There are no financial implications arising from the course of action recommended within the report.

## **10. LEGAL IMPLICATIONS**

10.1 The Council has to ensure that it assesses the benefits of provided the suggested crossing and way them against the costs involved. This has clearly been done in the report and the recommendation is supported by legal services.

## **11. HUMAN RESOURCES IMPLICATIONS**

11.1 There are no direct HR implications arising from the contents of this report.

## **12. WARD IMPLICATIONS**

12.1 The proposals relate to issues within the Freshney Ward.

## **13. BACKGROUND PAPERS**

None

## **14. CONTACT OFFICER(S)**

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**COUNCILLOR STEWART SWINBURN**

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