
Meeting: Traffic Management Meeting
Date: 6 July 2010
Subject: Two Petitions – To Provide Zebra Crossings Langdale Road and Lowther Road Dunstable.
Report of: To provide a crossing point in Meadway Dunstable
Basil Jackson Assistant Director Highways & Transportation
Summary: The purpose of this report is to present two petitions received from residents of Dunstable seeking pedestrian crossings in Langdale Road, Lowther Road and Meadway Dunstable and outline resulting actions.

Contact Officer: Nick Chapman
nick.chapman@amey.co.uk
Public/Exempt: Public
Wards Affected: Dunstable Downs and Watling
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

Financial:

Approximately £2000 to undertake an assessment and feasibility only of a crossing point in Meadway

Legal:

None as a result of this report.

Risk Management:

None as a result of this report.

Staffing (including Trades Unions):

None as a result of this report.

Equalities/Human Rights:

None as a result of this report.

Community Safety:

Pedestrian Crossings would improve safety

Sustainability:

None as a result of this report

RECOMMENDATION:

The Portfolio Holder for Safer Communities & Healthier Lifestyles is requested to note the contents of the report.

Background and Information.

1. In May 2010 a petition was sent Central Bedfordshire Council (CBC) and forwarded for investigation to the Transportation Manager at Bedfordshire Highways. The petition requests that pedestrian crossings be introduced in both Langdale Road and Lowther Road Dunstable. A further petition has also been received.
2. The location specifically requested is in Lowther Road close to the junction with Langdale Road as an aid for those walking to Lark Rise Lower School although the petitioner also cites the whole area as being of concern for pedestrians.
3. The petitioner also refers to crossing Langdale Road and illustrates the general request by reference to the number of injury accidents involving children at Meadway / West Street junction some considerable distance away.
4. A proposal for a pedestrian crossing was recently considered in Langdale Road closer to Queensbury Upper School as part of a safer routes to school project but was not implemented following a Traffic Management meeting decision. This decision was based largely on the fact that the upper school students would be unlikely to take advantage of it and were of sufficient age to be aware of road safety and safe crossing of the road.
5. There have been no recorded injury accidents in Langdale Road between Hillyfields and the shops at Patterdale Close or in Lowther Road between Langdale Road and Borrowdale Avenue in the last three years.
6. Generally it is understood that the main catchment areas of Lark Rise Lower School and Watling Lower School are such that only a small number of children are likely to be walked across Lowther Road in either direction to school. The policy of parental choice does not exclude this however and clearly it occurs.
7. Observations on site show that the crossing of Lowther Road does occur at both morning and evening school travel times but that numbers are relatively low, 10 walking west and 5 walking east in the morning peak hour. The initial assessment of the possible crossing location does not rank sufficiently highly to be taken on to the full assessment process.
8. A further petition has now been received in June requesting a crossing point in Meadway. These two petitions have been considered in the same report because they are in the same general area and the site assessments for both were carried out at the same visit. A further letter of request for a crossing in Meadway has also been received.

9. There have been two recorded injury accidents in Meadway, (one serious and one slight) in the last 5 years involving pedestrians. One involved a child and the other a pensioner.
10. On site observations carried out in Meadway have identified a location where the numbers of pedestrians would make a crossing point beneficial. In the vicinity of the access road to the cemetery 39 people were observed crossing the road in the morning peak hour.
11. From the initial assessment and the resulting score greater than 75 points on the assessment scale means that this location would be eligible for a full assessment.
12. Full assessment of traffic management requests comprises the taking of vehicle speed and volume measurements, the analysis of the results and the preparation of a feasibility report. It is only possible to undertake a limited number of these in any one year.
13. The Meadway location will be assessed as part of that process and dependant upon the result may be put forward for consideration for inclusion in the forward work programme.
14. The work programme for 2011/12 onwards will be largely dictated by the requirements of the area based Local Transport Plan 3 that is currently in development.

Conclusion and the way Forward

15. Whilst the junction of Lowther Road and Langdale Road is an uncomfortable place to cross the road there is currently insufficient justification to create an additional crossing at that location. To move the existing crossing in Lowther Road would be to take it from a location where it has been deemed to be desired to one where it is not and that would be the best use of resources.
16. As a result of the second petition and a further letter of request the wider area and Meadway in particular were included within the area assessed. As a result the location in Meadway was identified where a crossing could be considered to be of benefit. This will now be put into the current year's programme for further assessment.
17. Assessment does not confer any automatic presumption that the location will be taken forward to construction. That will depend upon relative priorities, the programme and budgets in future years.
18. It is requested that the portfolio holder note the content of this report and that the lead petitioners be advised of the outcome.