

To: Swale Joint Transportation Board

By: Traffic Schemes and Member Highway Fund Manager

Date: 10 June 2013

Subject: Minster Road, Minster-on-Sea – proposed zebra crossing (Supplementary Report)

Classification: Decision

Summary: This supplementary report outlines the results of the consultation of a new zebra crossing, in the vicinity of the Isle of Sheppey Academy, Minster Road, Minster-on-Sea.

Decision Required: That Members consider the issues surrounding the proposed scheme, and endorse the recommendations made.

Introduction

1. This is a supplementary report to Item 12 of the Swale JTB meeting for 10 June 2013. It outlines the responses received during the consultation period that ended on 31 May 2013. Two responses were received; from a resident of Minster Road, and from Minster-on-Sea Parish Council.

Responses received

2. The Parish Council noted that the proposed location was 'sensible' and that the school should help to ensure that pupils from the Halfway direction use it rather than cross to the west of the school access. It was also suggested that the existing bus stops for 'Bat & Ball Hill' be moved to the east of the crossing, to ensure that pupils use the crossing.
3. The resident queried whether the Vehicle Actuated Sign (VAS) to the west of the crossing would be effective, due to the brow of the hill. An objection was also lodged to the VAS site being proposed in the middle of the frontage to their property.
4. During the consultation period, it also came to light that funding from planning obligations (under section 106 of the Town and Country Planning Act) from the Thistle Hill development are available to be spent on the provision of pedestrian safety improvements in Minster-on-Sea. As such,

there is an opportunity for the zebra crossing outside the Isle of Sheppey Academy to be upgraded to a puffin pedestrian crossing using some of this funding.

Discussion of responses

5. Re-siting bus stops can be a controversial and emotive process. As such, strong safety or operational grounds must be present to consider such a measure. The existing bus stops do not affect the position of the crossing. In the light of this, if the crossing installation is to proceed, it would be prudent to monitor the situation and adjust the bus stops at a later date - if the safety case becomes more compelling.
6. The resident has suggested that the VAS should be sited at a boundary between two properties, rather than in the centre of one property's frontage. This is a reasonable request. The concern over the forward visibility of the VAS in relation to the brow of the hill has been investigated. The image in Annex 4 shows the proposed sign location on the left (coloured red). It can be seen that good forward visibility exists.
7. Another issue is the presence of overhead power lines on the left hand (north) side of the road. This may mean that a right hand side (southern) position needs to be considered as an alternative. This is shown in blue.
8. The possibility of the zebra crossing being upgraded to a puffin crossing has been assessed as a viable proposition. Ideally, any improvements should be carried out during the summer school holidays.

Recommendation

9. It is recommended that the zebra crossing shown in Annex 2 be upgraded to a puffin crossing, and implemented on site.
10. It is further recommended that discussions concerning the western VAS continue with directly affected residents of nos. 118/120 and 121/123 Minster Road, and that a preferred location is subsequently agreed with the County Member for Sheerness, in the event of a conflict of local opinion.

Background documents:

Annex 4 – Images of the location of the VAS to the west of the crossing.

Contact officer: Steve Darling
Traffic Engineer, Traffic Schemes Team
Tel: 08458 247800
Email: traffic.schemes@kent.gov.uk