

## **Information received about installing a Zebra Crossing within the Village**

Following correspondence with the local Traffic Engineer, they have stated it is not within their remit and this is managed by the Improvement Scheme Delivery Team at Somerset Council.

As a larger scheme is requested and as this request has been supported by Westbury-sub-Mendip Parish Council, it has been added to the register. This register will be managed by the Improvement Scheme Delivery Team who can be contacted by [isdelivery@somerset.gov.uk](mailto:isdelivery@somerset.gov.uk)

Highway schemes promoted by Parish Councils that do not get admitted to an Somerset Council programme by the formal route set out on our website - Road improvement schemes ([Road improvement schemes \(somerset.gov.uk\)](https://www.somerset.gov.uk/road-improvement-schemes)) can be given an initial officer steer to be helpful to Parish Councils and community stakeholders, but beyond this the scheme promoter needs to follow the statutory S278 process as a Developer would. If a Parish Council is determined to deliver a scheme that could be legally implemented and fund it, they should be treated as any other third party would be.

The three main objectives of any crossing should be safety, convenience and accessibility. A crossing that does not improve on all three to some degree is unlikely to be satisfactory, and consideration of these criteria will form an important part of the assessment process. The provision of crossings should be targeted at groups who experience most difficulty, but the provision of a crossing alone will not necessarily lead to an improvement in safety. Any crossing has to be seen within the wider context of the street in which it sits. There may be other traffic calming measure which would be more appropriate such as build outs.

The Council would need to get a site assessment carried out by an experienced practitioner who will take into account criteria such as geometry, layout, pedestrian and traffic flows, costs and collision data. They will be able to give an informed decision about whether a crossing is needed and if so, what type it should be, but just doing a desktop study.

The only possible location would be between the 2 bends as this is the only place with footways on both sides of the road. The recommended minimum visibility for a crossing would be 40m and the crossing (including the zig zags) will be at least 9m wide. The minimum width for the stripes on a Zebra crossing is 2.4 m.

Any crossing would need to be located as near as possible to the desire line – that is, the route pedestrians actually want to, and do, take, which is not always the same as where a designer may wish to place it. Providing a crossing on the desire line will reduce the risk of pedestrians crossing near or in the “shadow” of the crossing, which may be dangerous.