

AGENDA MANAGEMENT SHEET

Name of Committee	Cabinet
Date of Committee	5th May 2006
Report Title	Proposed Zebra Crossing at Rushbrook Road near Wordsworth Avenue, Bridgetown, Stratford-upon-Avon
Summary	<p>The report relates to a Zebra Crossing which has been proposed as part of a traffic management scheme for Bridgetown, funded through the Trinity Mead development. The crossing forms part of the Safer Routes to School initiative, local safety schemes and a facility for Quality Pedestrian Corridors.</p> <p>The proposal was agreed by the Stratford on Avon Area Committee on the 15th March. The Area Committee's decision was subsequently called-in by Councillor Izzi Seccombe, in her capacity as a Cabinet member, for determination by the Cabinet.</p>
For further information please contact	<p>Pete Keeley Principal Committee Administrator, Performance and Development Directorate. Tel: 01926 412450 petekeeley@warwickshire.gov.uk</p>
Would the recommended decision be contrary to the Budget and Policy Framework?	No
Background Papers	<p>Report to the Area Committee 7 letters supporting/not objecting to the scheme. 5 letters objecting to the scheme.</p>

CONSULTATION ALREADY UNDERTAKEN:- *Details to be specified*

Other Committees Considered by the Stratford on Avon Area Committee on the 15th March, 2006

Local Member(s)
 (With brief comments, if appropriate)

Councillor R. Hyde comments
 "I welcome the wider debate on the need for this crossing, it not only ensures that any objector's views are fully heard it also helps to reinforce the very real need for this crossing and the widespread support for it in the local community. Cabinet should bear in mind that the need for the crossing was recognised in the school travel plan and from consultation (via a public exhibition in November 2004) with local residents. Whilst the majority of residents and the residents association have rejected traffic calming proposals for narrowings, chicanes and junction changes in this area (mainly on design grounds) they have supported this crossing.

I consider that the proposed location is the best for the children who wish to use it, as it eradicates the need to cross Hunts Road and/or Byron Road for those pupils that walk to school from the Banbury Road direction. It is also well positioned for pupils who live on the new Trinity Mead estate. It should be noted that this development is one of the largest in the whole county.

I recognise that the crossing scores low on the PV scale, however this measure does not take into account that it is mainly children who need to cross and also the increasing rise in traffic volumes due to Trinity Mead and given the support for it from the safer routes to school team and the safety team I trust that Cabinet will also recommend approval."

Councillor M. Perry

Other Elected Members

Cabinet Member
 (Reports to The Cabinet, to be cleared with appropriate Cabinet Member)

Councillor Martin Heatley and Councillor Izzi Seccombe

Chief Executive

.....

Legal

I Marriott – comments incorporated

Finance

.....

Other Chief Officers

.....

District Councils

No objections

Health Authority

.....

Police

No objections

Other Bodies/Individuals

School Governors (Bridgetown Primary) - Support the zebra crossing.

Residents Association – support the zebra crossing.

FINAL DECISION

YES/NO (If 'No' complete Suggested Next Steps)

SUGGESTED NEXT STEPS :

Details to be specified

- Further consideration by this Committee
- To Council
- To Cabinet
- To an O & S Committee
- To an Area Committee
- Further Consultation

Cabinet – 4th May 2006

**Proposed Zebra Crossing at Rushbrook Road near
Wordsworth Avenue, Bridgetown, Stratford-upon-Avon**

**Report of the Strategic Director of Performance and
Development**

Recommendation

That the Cabinet consider the proposal.

1. Background

On the 15th March 2006 the Stratford on Avon Area Committee considered a report from the Strategic Director for Environment and Economy relating to a proposed zebra crossing at Rushbrook Road, Bridgetown, Stratford upon Avon. A copy of the report is attached at **Appendix A**.

The Committee agreed to the proposed crossing at the location recommended in the report. A copy of the draft minute of the Area Committee is attached at **Appendix B**.

2. Call-in of Area Committee's Decision

The Area Committee's decision was subsequently called-in under Standing Order 12 by Councillor Izzi Seccombe in her capacity as a Cabinet member, for the following reasons:-

- Lack of opportunity to assess impact on local residents.
- Criteria very low for need for crossing.
- Assess other measures as alternative.

This negates the Area Committee's decision. A copy of Standing Order 12 is attached at **Appendix C**.

3. Views of the Strategic Director for Environment and Economy

The Strategic Director has made several supplementary comments in support of his original recommendation to the Area Committee. These are attached at **Appendix D**.

4. Next Steps

The Cabinet is now asked to consider the called-in decision. The Cabinet has the power to make the decision as it sees fit.

DAVID CARTER
Strategic Director of Performance and Development
Shire Hall, Warwick
April 2006

AGENDA MANAGEMENT SHEET

Name of Committee

Stratford Area Committee

Date of Committee

15th March 2006

Report Title

Proposed Zebra Crossing at Rushbrook Road near Wordsworth Avenue, Bridgetown, Stratford-upon-Avon

Summary

The Zebra Crossing has been proposed as part of a traffic management scheme for Bridgetown, funded through the Trinity Mead development. The crossing forms part of the Safer Routes to School initiative, local safety schemes and a facility for Quality Pedestrian Corridors.

For further information please contact

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Would the recommended decision be contrary to the Budget and Policy Framework?

No

Background Papers

7 letters supporting/not objecting to the scheme.
5 letters objecting to the scheme.

CONSULTATION ALREADY UNDERTAKEN:-

Details to be specified

Other Committees

.....

Local Member(s)

(With brief comments, if appropriate)

Councillor R. Hyde – Supports the zebra crossing

Other Elected Members

Councillor M. Perry – for information

Cabinet Member

(Reports to The Cabinet, to be cleared with appropriate Cabinet Member)

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Chief Executive

.....

Legal

I Marriott – comments incorporated

- Finance
- Other Chief Officers
- District Councils No objections
- Health Authority
- Police No objections
- Other Bodies/Individuals School Governors (Bridgetown Primary) - Support the zebra crossing.
Residents Association – support the zebra crossing.

FINAL DECISION **YES/NO** *(If 'No' complete Suggested Next Steps)*

SUGGESTED NEXT STEPS :

Details to be specified

- Further consideration by this Committee
- To Council
- To Cabinet
- To an O & S Committee
- To an Area Committee
- Further Consultation

Stratford on Avon Area Committee

Proposed Zebra Crossing at Rushbrook Road near Wordsworth Avenue, Bridgetown, Stratford-upon-Avon

Report of the Strategic Director of Environment and Economy

Recommendation

That the installation of a zebra crossing at Rushbrook Road near Wordsworth Avenue, Bridgetown, Stratford-upon-Avon be supported.

1. Background

- 1.1 In October 2001 the developers of the Trinity Mead development adjacent to the Bridgetown estate agreed to a S106 payment of £90,000 for traffic management proposals. Extensive consultation was carried out in November 2004. A number of proposals were suggested and investigated, but some rejected as being unfeasible.
- 1.2 The Zebra Crossing forms part of the overall traffic management proposals for Bridgetown. The proposal will provide a safe crossing point for children attending Bridgetown Primary School and also benefit the wider community. The location of the crossing has been agreed through discussions with the School Governors and our Safer Routes to School staff.
(See **Appendix A**, and **Appendix B** which is attached for Members of the Committee only).

2. Consultations

- 2.1 Details of the proposals were delivered to the eight properties which would be most affected by the zebra crossing. Six responses were received, five of which raised objections, one supported the scheme.
- 2.2 Details of the proposals were sent to the Warwickshire Police and Stratford on Avon District Council. Neither raise objections.
- 2.3 Councillor Hyde, The Residents Association and School Governors support the crossing proposal.

3. Responses to Consultation

Residents Association

- 3.1 Believes the crossing will encourage and make safer the walk to school.

School Governors

- 3.2 Fully in support of both the need and proposed siting of the zebra crossing. The crossing is in the most natural place for children, walking and cycling.

Resident in support

- 3.3 Definitely a positive safety measure, sensible location.

- 3.4 Received objections:-

- (i) Concern that there aren't enough children and parents crossing to warrant a crossing.

Response - The crossing has the support of the Governors of Bridgetown Primary School and the location has been agreed through discussions with them and our Safer Routes to Schools staff. The Police have raised no objections.

- (ii) The crossing would be better placed further down Rushbrook Road.

Response - The crossing point has been confirmed as appropriate in a Stage 1 Safety Audit.

- (iii) The beacons/flood lights of the zebra crossing will disrupt the sleep of their child and cause the child stress.

Response – A cowling would be fitted to the rear of the beacon to reduce glare to surrounding properties.

- (iv) Concern about the flashing of the beacons day and night.

Response – A cowling would be fitted to the rear of the beacon to reduce glare to surrounding properties.

- (v) Loss of visitor parking.

Response - The scheme would result in the loss of visitor parking space. However, it is important to consider the scheme in the wider context of pedestrian safety.

- (vi) Concern that the crossing isn't enough to slow speeds along Rushbrook Road.

Response - A zebra crossing would help to slow speeds down. Our Safety Engineers have found from experience that most drivers are very cautious when approaching a zebra crossing, so that it would assist in slowing down vehicles exiting from Wordsworth Avenue.

- (vii) Concern that it will affect the ease/safety in which they can reverse out of their drive.

Response - The presence of a crossing would slow vehicles down. However, it is recognised that it could affect any individual reversing out of their drive.

- (viii) That its an "exaggeration" and not in keeping with the area, prefers the option of road humps and narrowing.

Response - Other options have been considered. Road humps have been considered but there were objections raised by residents at the Public Exhibition in November 2004 due to the noise and need for additional signage. The use of narrowings has been looked at, but to work effectively there would need to be a steady two-way traffic flow. If it is quiet, which it is most of the time they would have little effect on traffic speeds.

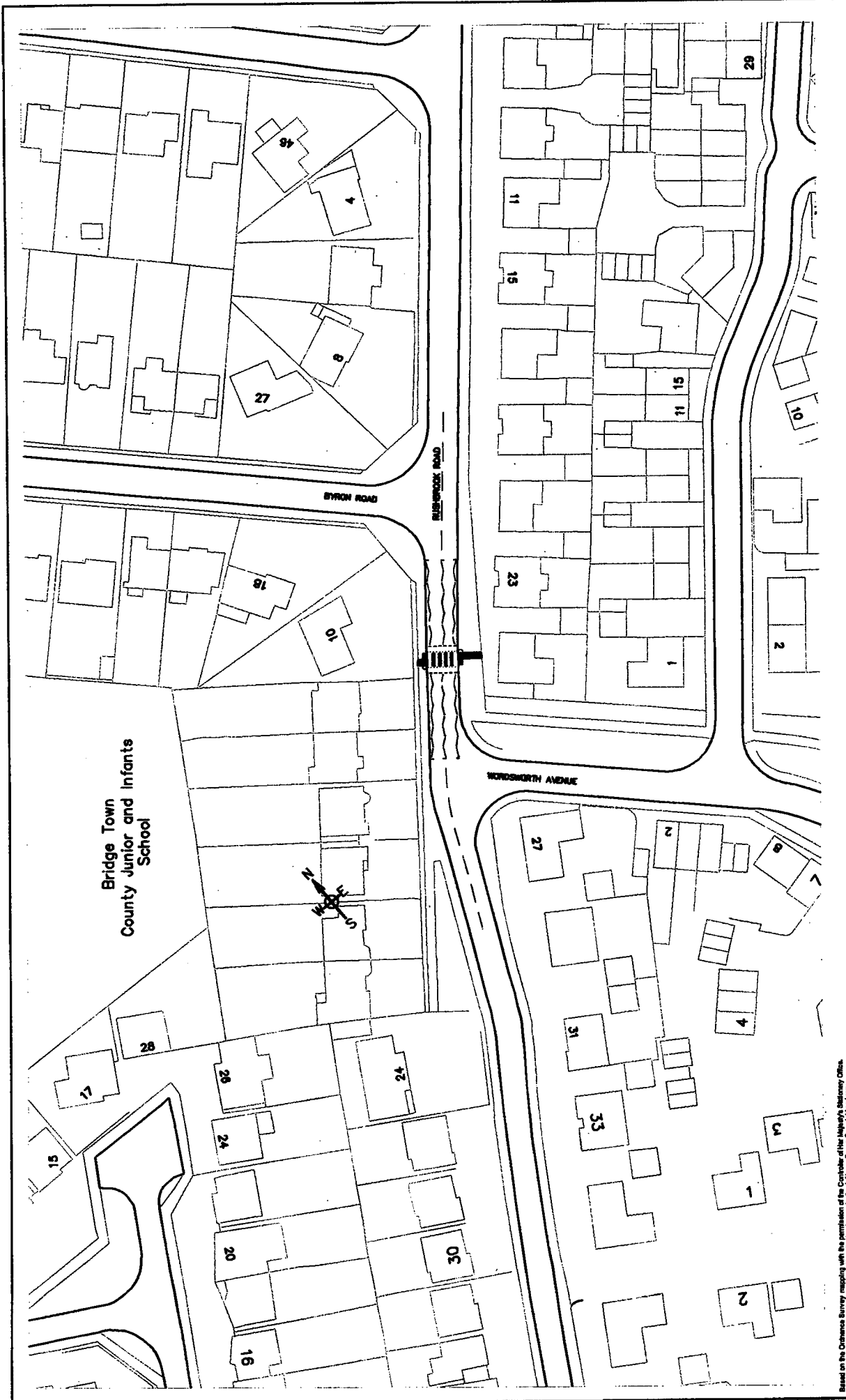
4. Policy Context

- 4.1 (i) Safer Routes to School – to encourage a modal shift - more children walking.
- (ii) Local safety schemes – likely casualty savings.
- (iii) Developer funded schemes – to mitigate anticipated traffic impact of development /pedestrian flow.
- (v) Quality Pedestrian Corridors – part of a package of measures on strategic walking corridors.

5. Conclusion

- 5.1 It is concluded that the wider benefits of the zebra crossing are overriding in this case. The promotion of the Walking Agenda and Safer Routes to School Initiative will benefit from the installation of this crossing. The nature of the crossing is also likely to alert drivers to drive with more caution and reduce a speeding issue that is perceived by some residents.

JOHN DEEGAN
Strategic Director of Environment and Economy
Shire Hall, Warwick
1st March 2006



TITLE	DRN	HC	CRD	GRD
PROPOSED ZEBRA CROSSING RUSHBROOK ROAD NEAR WORDSWORTH AVENUE STRATFORD UPON AVON				
			DATE	September 2005
			SCALE	1:1000
			DRG. NO.	SIG/257/0/1/A

STRATFORD AREA COMMITTEE 15th March 2006

Proposed Zebra Crossing, at Rushbrook Road near Wordsworth Avenue, Bridgetown, Stratford – Upon – Avon

Appendix A – Location details of Zebra Crossing

NOTES

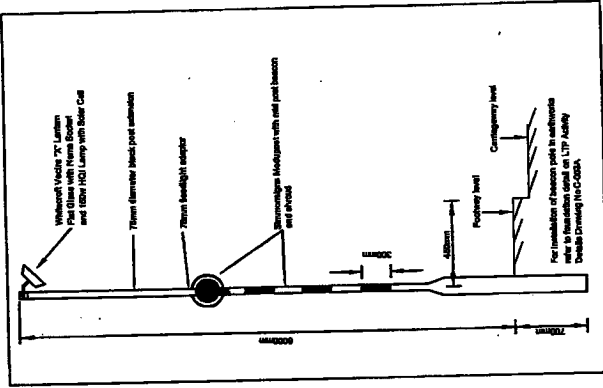
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Warwickshire Transport and Economic Strategy

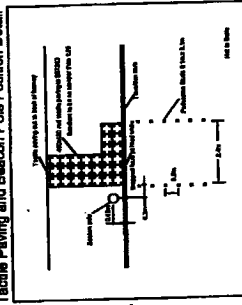
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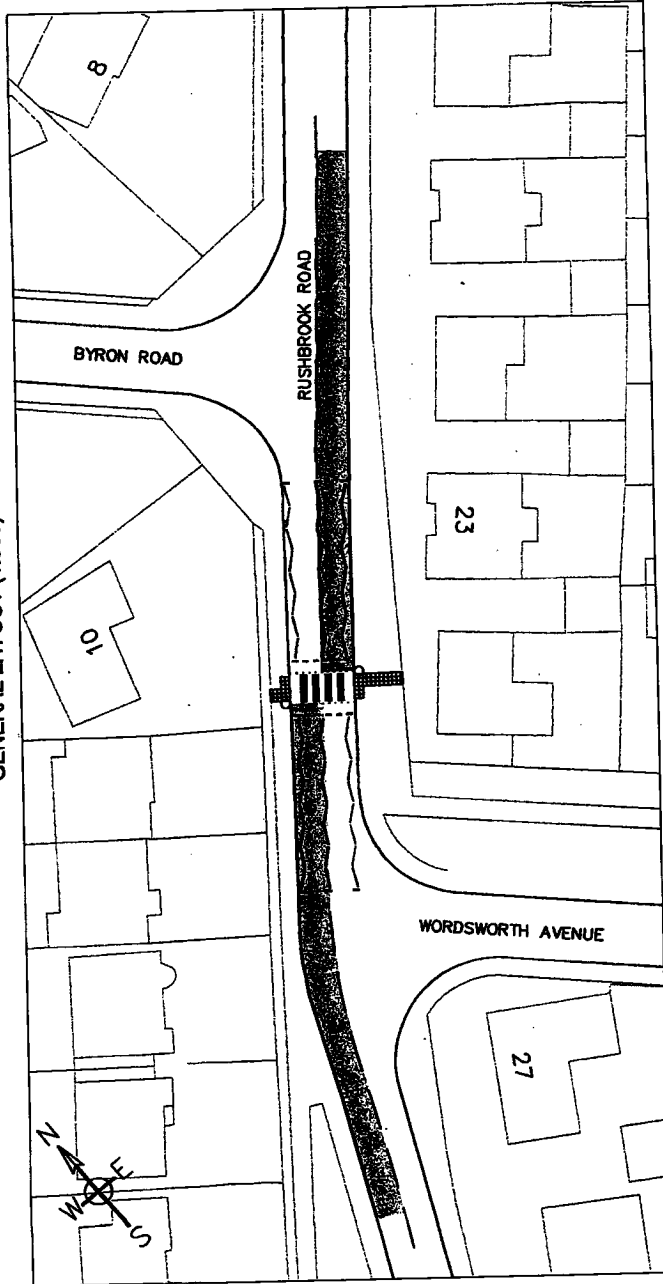
BEACON POLE DETAILS



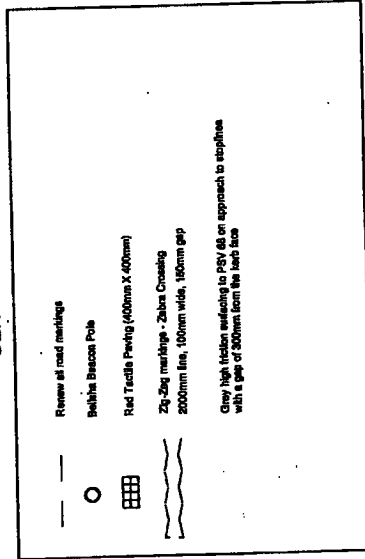
Tactile Paving and Beacon Pole Position Detail



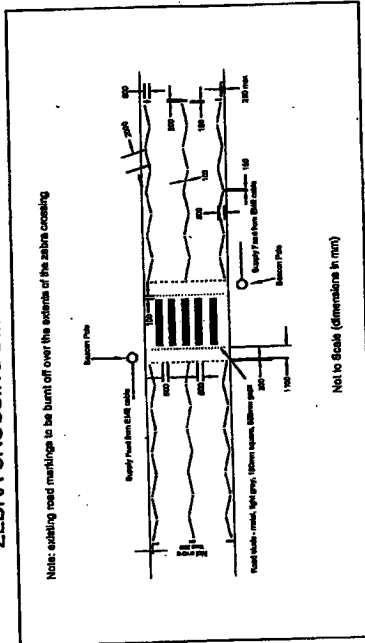
GENERAL LAYOUT (1:500)



GENERAL KEY



ZEBRA CROSSING DIMENSIONAL DETAILS



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Department of Planning,
Transport and Economic Strategy
Warwickshire
County Council

John Deegan BA, MSc, DipTP, MCIT, MRTPI
Director of Planning, Transport and Economic Strategy
D.S. Lynn BSc, CEng, MICE
Head of Engineering Services

STRATFORD AREA COMMITTEE 15th March 2006

Proposed Zebra Crossing, at Rushbrook Road near
Wordsworth Avenue, Bridgetown,
Stratford - Upon - Avon

Appendix B - Zebra Crossing details

Rev	Date	By	CHK	Amendment	TITLE	DRN	HC	CRD	GHD
					PROPOSED ZEBRA CROSSING RUSHBROOK ROAD NEAR WORDSWORTH AVENUE STRATFORD UPON AVON				
									September 2005
									Not to Scale
									DRG. NO. SIG257/01/AS

Appendix B

7. Proposed Zebra Crossing at Rushbrook Road near Wordsworth Avenue, Bridgetown, Stratford-upon-Avon

The Committee considered the report of the Strategic Director of Environment and Economy.

The Zebra Crossing had been proposed as part of a traffic management scheme for Bridgetown, funded through the Trinity Mead development. The crossing formed part of the Safer Routes to School initiative, local safety schemes and a facility for Quality Pedestrian Corridors.

Earlier in the meeting, during the Public Question and Answer session, Sharon Wallpole in her capacity as a local resident, a parent, the Vice Chair of the Board of Governors of Bridgetown School, the Team Leader of Bridgetown School's School Travel Plan Team and the Safer Routes to Schools representative at Bridgetown School had made several points in support of the Zebra Crossing at the recommended location, as follows:

- (1) The proposed crossing was a vital part of the 'School Travel Plan' (in final planning stages with Laura Vestry, Sustainable Travel Officer, Warwickshire County Council). The crossing was required to provide the final link to the school. It would make possible for everyone with children south of the school to get to school safely.*
- (2) Since the building of the Trinity Mead estate, traffic had increased both in volume and speed. There was no designated crossing at the proposed zebra crossing, which has always been the natural crossing for all pedestrians to the school from the estate and from across the Banbury Road.*
- (3) The proposed site was the best position for a zebra crossing because it would mean pedestrians from the south/east of school would not have to cross any other road to get to Bridgetown Primary.*
- (4) At the moment, children and parents with pushchairs congregate at the proposed site and wait for a break in traffic to cross (or a kind motorist, who is prepared to wait a couple of minutes). The group can grow to be quite large resulting children occasionally being forced into the road. If unattended children were impatient, they sometimes struck out across Rushbrook Road at any place; sometimes coming out into traffic from between parked cars. Regardless of the children's behaviour, the pavement was right next to the road. Traffic often moved at an alarming pace, considering small children are walking so near to it. A crossing would not only give safe passage, but would also serve to act as a traffic calming measure.*
- (5) The crossing was significant to the success of the School Travel Plan. Surveys conducted at Bridgetown School of children, parents and*

staff, all suggest that there would be a dramatic decrease of travel to school by car if the crossing over Rushbrook Road was made safe (not currently viewed to be so).

During consideration of the item, five members of the public indicated that they wished to speak in opposition to the proposal. Owing to time constraints, public question time, which had been earlier in the meeting, had been curtailed but with the concurrence of the Committee the Chair agreed to the Committee receiving one further submission from objectors.

It was stated on behalf of the objectors that:

- A wider approach to the siting of the proposed crossing was needed.
- The recommended location could not be justified by traffic flow and would lead to pedestrians crossing elsewhere.
- The proposed location would not lead to safety but would make matters worse at other end of Rushbrook Road and would not help traffic calming.
- Vehicles from properties adjacent to the proposed location would need to reverse onto the crossing.
- The Committee was urged to defer consideration of the matter to enable further consideration to be given to a wider approach to safer routes to schools.

Councillor Richard Hyde, one of the two local county councillors for the Division, indicated his support for the proposed crossing at the recommended location. He indicated that he had heard both sides of the argument and was conscious of the need for the crossing as quickly as possible in order that children could get to school safely. He drew attention to the support for the proposal from other residents, the school and the PTA.

In response to the additional points raised Jerry Birkbeck, an Environmental Design Engineer in the Environment and Economy Directorate, advised the Committee that the proposed location had been assessed by traffic engineers and complied with the criteria for such crossings. He stated that the residents adjacent to the proposed location would not have to reverse on to the crossing and indicated the benefits of all children crossing at the one point.

Following discussion it was Resolved by 3 votes to 1, with 5 abstentions:-

That the installation of a zebra crossing at Rushbrook Road near Wordsworth Avenue, Bridgetown, Stratford-upon-Avon be supported as recommended.

Extract from the Council's Standing Orders

12. Cabinet Call-in of Area Committee Executive Decisions

Any member of the Cabinet may call-in an executive decision made by an Area Committee within 5 working days of the publication of the decision.

Where a decision has been called-in under this standing order the decision made by the Area Committee shall be of no effect.

Any call-in by a Cabinet member under this standing order shall invalidate any call-in of the Area Committee decision under standing order 11.

The Cabinet shall consider the called-in decision at its next available meeting and shall have power to make such decision as it sees fit in respect of the matter provided it falls within its powers to do so.

Nothing in this standing order prevents the Cabinet decision once made being called-in under standing order 11.

The Strategic Director for Environment and Economy's Supplementary Comments Relating to the Proposed Zebra Crossing at Rushbrook Road, Stratford upon Avon

1. Objections to the crossing

The detailed points of objection to the proposed crossing are all adequately dealt with in the report to Stratford on Avon Area Committee of 15th March 2006. There is no need to repeat them here.

2. Justification for the crossing and policy for provision of crossings

Since Stratford Area Committee met on 15th March, a number of issues have been raised with the Environment and Economy Directorate, one of which is the lack of numerical ("PV squared") justification for the crossing.

Although the greater proportion of new pedestrian crossings are provided on the basis of need established from surveys of existing vehicle and pedestrian flows, it has long been accepted that there are other justifications for crossings such as the need to provide for and mitigate the impact of developments and to encourage children to walk to school. The revised "Policy for the Provision of Pedestrian Crossings and pedestrian Phases at Traffic Signals" was approved by Cabinet on 6th April 2006. Although the policy is mainly concerned with how the need for pedestrian crossings will be established by measuring the existing degree of conflict between pedestrians and traffic, the policy also lists four alternative approaches to providing crossings. They are as follows

Safer Routes to School – where the aim is to encourage more children to walk to school with less use of the car.

Casualty Reduction Schemes – where the rate of return from likely casualty savings is sufficient to justify the expenditure on a crossing.

Developer-funded schemes – where crossing facilities are required to mitigate anticipated traffic impact of developments and/or anticipated increases in pedestrian flows.

Facilities installed on Quality Pedestrian Corridors – where crossing facilities may be considered as part of a package of measures on a strategic walking corridor.

The proposed pedestrian crossing in Rushbrook Road, will be funded via the Section 106 Agreement dated 3rd October 2001 for the Bridgetown Development. It is part of traffic calming measures needed in the area to mitigate the additional traffic flows generated. A decision to proceed with the crossing would be consistent with the above policy.

3. The needs of Bridgetown School

Bridgetown Primary School submitted a School Travel Plan in March 2006. At a meeting with the Environment and Economy Directorate's Sustainability Unit in early March, the main issues faced by the school regarding sustainable travel to the school were discussed.

The main issue raised as a barrier to children walking and cycling to school was crossing Rushbrook Road. Page 9 of the School Travel Plan states "*The busiest pedestrian/cyclist route to school is along Byron Road from Rushbrook Road. As a result of the new Trinity Mead Estate, Rushbrook Road has had a significant increase in the volume and the speed of traffic making crossing Rushbrook Road hazardous.*" This confirms the need anticipated by the Section 106 Agreement referred to above. Objective 6 of the action plan on page 12 of the School Travel Plan contains an action to "*Pursue installation of zebra crossing on Rushbrook Road*".

The school was advised to carry out a parents survey in consultation for the Travel Plan. 134 parents returned the survey form and the results showed that 40 parents wrote that they are concerned about crossing Rushbrook Road and many parents mentioned the volume of traffic and the speed of traffic being a worry (pages 7, 8 and Appendix A of the School Travel Plan).

The School Travel Plan for Bridgetown School requires the crossing to provide the final link in walking route to the school. A letter from the Governors and Head Teacher dated 15th November 2005 states that "*The proposed site for the crossing is the most natural place for it to be. Children walking/scootering/cycling to Bridgetown School already stop to cross Rushbrook Road at this spot. Parents often are seen acting as a crossing guards in order to stop the flow of traffic and allow the children to cross safely*".

Page 3 of the School Travel Plan states

"Bridgetown (School) has been an active supported of the 'Safer Routes to School Initiative' by supporting the 'Walk to School' initiative and by attempting to establish a 'Walking School Bus'. We have also campaigned locally and, with the support of 'Safer Routes to School', have managed to successfully have a pelican crossing installed at crucial point on Banbury Road. We also host cycle training every year to our KS2 students at our school."

This is evidence that the School takes sustainable travel seriously and deserves further encouragement to promote the modal shift sought in the Council's Local Transport Plan.

4. Conclusion

The proposed crossing is justified in terms of the Council's Policy for the Provision of Pedestrian Crossings. It will help, as part of a wider measures to mitigate the effects of the housing development off Rushbrook Road. It will also have real benefits in continuing to promote sustainable travel to school. All this is achievable at the expense of the developer, not the County Council. The continuing objections of some residents are noted, but it is apparent that the needs of the wider community indicate that the opportunity should be taken to provide the crossing. It is therefore strongly recommended that Cabinet should approve the recommendation put to Stratford on Avon Area Committee on the 15th March 2006 i.e. That the installation of a zebra crossing at Rushbrook Road near Wordsworth Avenue, Bridgetown, Stratford-upon-Avon be supported.

JOHN DEEGAN,
Strategic Director for Environment and Economy.