

Decision to be taken by the Portfolio Holder for Community Safety

19 February 2016

Proposed upgrade of existing Zebra crossing to Puffin Crossing on A428 Hillmorton Road near Fisher Avenue, Rugby

Recommendation

That the Portfolio Holder for Community Safety approves the installation of a Puffin crossing on A428 Hillmorton Road near Fisher Avenue, Rugby, as advertised in accordance with the Road Traffic Regulation Act 1984 – Section 23.

1.0 Key Issues

- 1.1 Requests have been received from Councillors Roodhouse and Dodd, and local residents for the upgrade of an existing zebra crossing to a Puffin crossing to be located on the A428 Hillmorton Road near Fisher Avenue, Rugby.
- 1.2 The primary purpose of the proposed Puffin crossing is to cater for the various pedestrian demands to cross the A428 Hillmorton Road. This crossing is one of the first projects to be delivered from the School Safety Zones and Routes programme, and has been identified as providing a safer link across the A428 Hillmorton Road to facilitate north to south links to access schools within the area, including Paddox Primary school and Ashlawn Academy.
- 1.3 This location has previously benefitted from an existing zebra crossing facility, with support from a School Crossing Patrol at school times. However, the Patrol has recently resigned due to ill health and was unable to be replaced. This crossing will provide a suitably safe alternative for parents and children to access various schools in the local area.

2.0 Proposed Scheme

- 2.1 The site of the proposed Puffin crossing is located on the A428 Hillmorton Road, near Fisher Avenue, Rugby. Hillmorton Road is one of the main arterial routes into Rugby, and is heavily trafficked at peak times. It is subject to a 30mph speed limit by virtue of street lighting and frontage development.
- 2.2 The proposed site for the Puffin crossing will be to the west of the junction with Fisher Avenue, as indicated on the plan in Appendix A. The area is

predominantly residential. There are a number of commercial properties in the vicinity of the proposed crossing, including a row of shops/convenience stores located along Hillmorton Road to the east. Two schools lie close to the location: Ashlawn School Academy Trust (secondary) and Paddox Primary School. Paddox School has recently undergone significant development and has expanded its intake. Ashlawn Academy has also had major investment into its complex and facilities and now offers places to more than 1750 students ranging from 11 to 18 years of age.

2.3 The need for a Puffin crossing in the vicinity of the Fisher Avenue junction to accommodate the various demands for pedestrian movements across Hillmorton Road, includes:

- north to south links to access schools within the area, including Paddox Primary School and Ashlawn Academy
- links to access St Georges Church
- access to nearby shops
- access to pre-school provision held at St Georges Church
- the resignation the School Crossing Patrol.

2.4 When considering the justification for a controlled crossing, standard criteria based on the numbers of vehicles and pedestrians using a location are calculated. This calculation is known as the PV^2 value. To reach the required criteria for a crossing, and comply with the current WCC policy for a puffin crossing the PV^2 value should exceed 0.9×10^8 . In this location the PV^2 value is 1.53×10^8 which fully meets these criteria.

3.0 Consultation on the Proposal

3.1 A formal consultation for the proposed Puffin crossing was carried out between 4th December 2015 and 8th January 2016. During this period two letters have been received from residents. One is raising concerns relating to the safety of the crossing and one objecting to the proposals.

Letter raising concerns received from resident.

3.2 A resident has concerns relating to the alignment of the crossing and its proximity to the junction of Fisher Avenue. The resident is worried that there may be a safety issue relating to drivers exiting from Fisher Avenue into Hillmorton Road and not appreciating the fact that there is a crossing near to the junction. In addition, the resident feels that the nearby properties of 240 and 242 Hillmorton Road may be dis-benefited as drivers exiting the driveways of these properties may have difficulties. The resident suggests the installation of traffic calming would slow vehicles down thus making the location safer due to slower moving traffic.

Response.

- 3.3 There is an existing zebra crossing at this location, so drivers exiting from Fisher Avenue, which is a residential road mainly used by local traffic, are already aware that there may be a need to stop for pedestrians at this location. Minor changes to the road layout are planned that slightly increase the distance between the junction and the stop line for the crossing. This should give drivers exiting from Fisher Avenue slightly more opportunity to appreciate the need to stop should the crossing be activated. The two driveways of the properties in close proximity to the crossing should not be negatively affected, as they already fall within the area governed by the existing zebra crossing.
- 3.4 The installation of traffic calming to slow traffic speeds is not possible. The A428 is a primary route and carries significant movements of heavy goods vehicles at all times of the day. In addition there is a planned development for the MAST site ongoing which may considerably increase traffic movements along this corridor. The volume and type of traffic using the route would not lend itself to the introduction of traffic calming measures.

Objection from resident

- 3.5 The crossing is too close to a junction that car driver's attention primarily is away from the crossing and is looking at oncoming traffic to the right. The junction is similar to a slip road that encourages drivers to keep momentum onto the Hillmorton Road rather than stopping to assess the traffic conditions before pulling onto the main road. This in its current format is bad enough but once the 'red light/must stop' factor is in the equation more shunt type accidents are likely. The children's safety in this aspect is not improved as the red lights do not address these safety issues.
- 3.6 Further to this, and on a personal basis, I object to the proposals on two counts,
1. The erection of the control pillar at this location will significantly reduce my sightline to oncoming traffic when pulling out of my driveway which is already compromised by the existing lamp post and the pillar will make things much worse.
 2. The erection of the pillar at this location permanently restricts access to my frontage.

Response

- 3.7 The junction of Fisher Avenue is proposed to have minor kerb line adjustments to improve the angle of approach to Hillmorton Road to discourage drivers from approaching the give way line at speed. The junction will be altered slightly so that there is more distance between the give way line and the stop line for the crossing, thus giving drivers as much time as possible to appreciate the need to stop for a red signal.

- 3.8 Fisher Avenue is a local road and the majority of the drivers using the route will be aware of the existence of a crossing in this location, and the potential need for them to give way or stop if the crossing is in use.
- 3.9 The control pillar location has been amended so that it will be positioned in a place where it will not detrimentally impact on any property access or visibility.
- 3.10 The existing zebra crossing has a good safety record. There have been no injury collisions in relation to the crossing within the last three years.
- 3.11 The resident has been contacted and advised that the control pillar will be relocated so that visibility from the driveways is not impeded. This objection has now been withdrawn as the resident is now content with the new location of the control pillar.

Support

- 3.12 Local County Councillors Roodhouse and Dodd fully support the installation of a Puffin crossing at this location.

4.0 Financial Implications

- 4.1 Capital funding for School Safety Zones and Routes was agreed at the Budget setting meeting in February 2015. This scheme will be fully funded from this budget at a cost of £65,000.

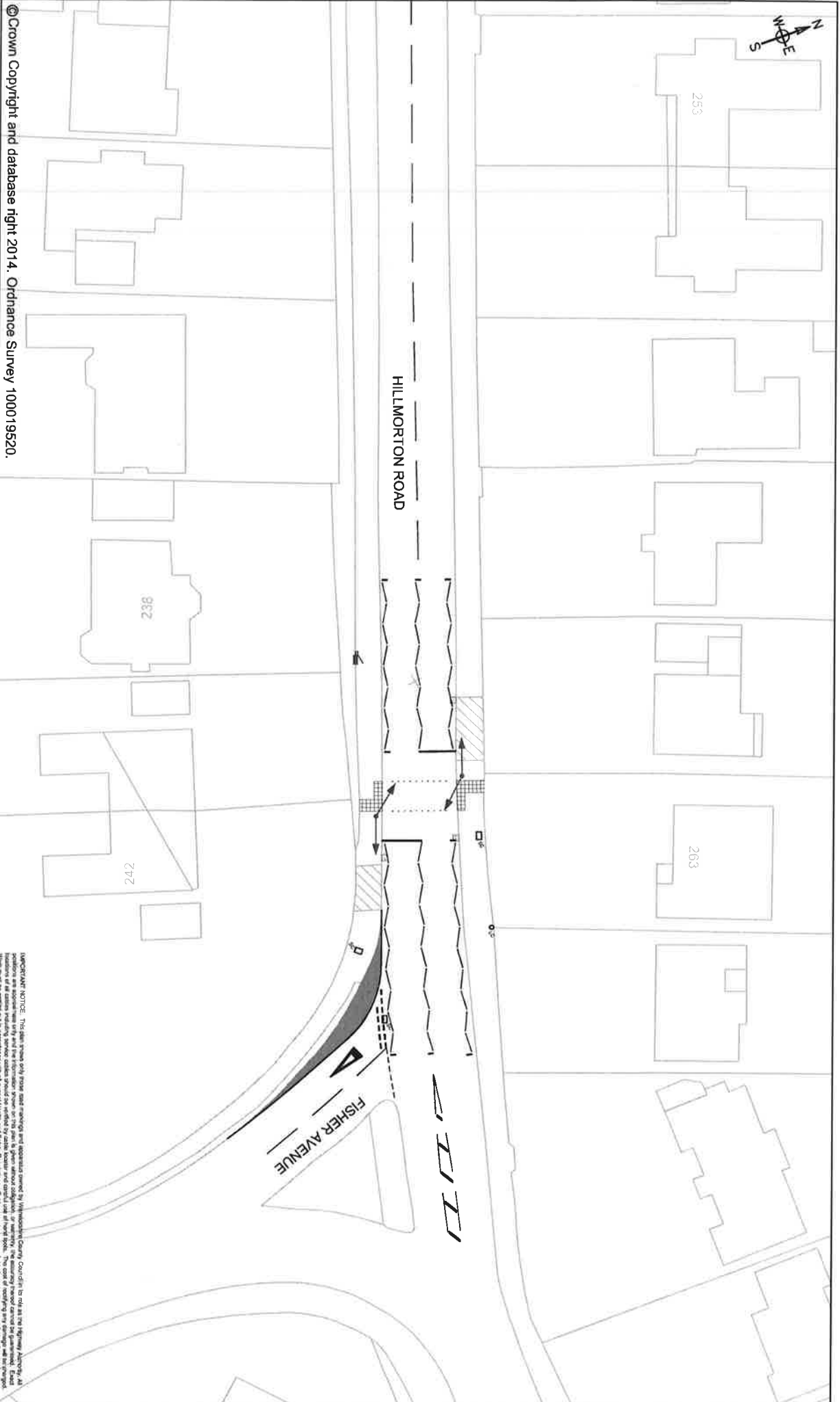
5.0 Conclusion

- 5.1 The proposed Puffin crossing will not only benefit parents and pupils who cross to and from school, it will benefit the whole community throughout the day.
- 5.2 It is recommended that the Portfolio Holder for Community Safety approves the installation of a Puffin crossing funded by the School Safety Zones and Routes capital allocation.

Background papers

Letters of concern and objection to the proposal

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NOTES

All traffic signal equipment and road markings shown are indicative and may be subject to change during detailed design or during installation due to site constraints.

GENERAL KEY

- Traffic signal head mounted on a pole
- Traffic controller with feeder pillar
- Red Tactile Paving
- Alteration to junction
- Existing driveway access
- Existing gully

Rev	Date	By	CRK Amendment

UNCERTAIN NOTICE: This plan shows only those road markings and apparatus shown by Warwickshire County Council in its role as the Highway Authority. All positions are approximate and the information shown on this plan is given without obligation or warranty. The authority cannot be held responsible for any errors or omissions. Users should check the current status of all apparatus shown and satisfy themselves that the information shown is correct. Warwickshire County Council is not responsible for any damage to property or injury to persons caused by the use of this plan.

TITLE

Proposed Upgrade of Zebra Crossing
to Puffin Crossing
Hillmorton Road west of Fisher Avenue
Junction, Rugby
FEASIBILITY

PRN	EB	CKD	GD	APD	GD

DATE 20 November 2014

SCALE 1:500 at A4

DRG. NO. FIGURE 3.1