

Proposed Decision to be taken by the Portfolio Holder for Transport and Environment on or after 21 July 2017

Proposed Upgrade of a Zebra Crossing to a Puffin Crossing on Hillmorton Road near Kingsley Avenue, Rugby

Recommendation

That the Portfolio Holder for Transport and Environment approve the installation of the Puffin crossing on Hillmorton Road as advertised in accordance with the Road Traffic Regulation Act 1984 – Section 23.

1.0 Key Issues

- 1.1 Before Divisional Boundary changes came into effect Councillor Jerry Roodhouse and ex-Councillor Richard Dodd and local residents requested an upgrade to the existing Zebra Crossing on Hillmorton Road near Kingsley Avenue in Rugby to a Puffin Crossing. Funding for the scheme would be secured through the pooling of the two Councillors' delegated budgets.
- 1.2 The purpose of upgrading the existing Zebra Crossing to a Puffin Crossing is:
 - better driver compliance to obeying the crossing
 - to encourage parents with school children to walk to school rather than drive;
 - to enable children to cross the road safely to reach the school in the area;
 - to assist residents to cross the road safely to access the local amenities.
- 1.3 Puffin crossings contribute to an integrated pedestrian network and help reduce conflict between traffic and pedestrians, encouraging feelings of safety. These factors are important in encouraging walking within a community. The design of these facilities takes into account the needs of people with physical and sensory disabilities to ensure equality of opportunity and access and the crossings include audible and tactile indicators to assist the visually impaired which operate throughout the day and night.
- 1.4 It is estimated the scheme will cost £65,000 to implement. It will be funded from the Area Delegated Budget.
- 1.5 During the consultation period one objection was received from a resident to the proposal; the points made are summarised in section 3.

2.0 Proposed Scheme

- 2.1 The proposed site for the Puffin crossing is on the south side of the existing Zebra crossing, as indicated on the plan in Appendix A.
- 2.2 The area is predominantly residential with a number of commercial properties in the vicinity of the proposed Puffin crossing.
- 2.3 The desirability of upgrading the Zebra crossing to a Puffin crossing has been highlighted by the local County Councillors due to increase of traffic volume and poor driver behaviour i.e. not stopping to allow pedestrians to cross the road.

3.0 Consultation on the Proposal

- 3.1 A formal consultation for the proposed upgrade of the existing Zebra crossing to a Puffin crossing was carried out between 24th March, 2017 and 21st April, 2017. During this period an objection to the proposed Puffin crossing was received from one resident.
- 3.2 The points raised by the resident are summarised as follows: -

Point 1 – In agreement that the existing Zebra crossing should be upgraded to a Puffin crossing. However, the crossing should remain in the same location.

Response – The siting requirements for a Puffin crossing are more stringent than for zebra crossings. The Department of Transport's advice indicates that Puffin crossings should be sited at least 20 metres from a junction, this advice is given in Local Transport Note 2/95.

Point 2 – The proposed location for the Puffin crossing is unsafe due to the bend in the road.

Response – The scheme has been subject to a formal Stage 2 Road Safety Audit no safety concerns were raised about the visibility of the crossing.

Point 3 – Traffic speeds are likely to increase if the crossing is relocated.

Response – The crossing will be relocated to ensure it complies with the relevant design standards. However, it is proposed to retain the exist traffic island as a speed reduction measure.

Point 4 - There is another Puffin crossing approximately 150 yards from the proposed Puffin crossing.

Response – The two Puffin crossings cater for two different pedestrian desire lines. The proposed Puffin crossing replaces the existing Zebra crossing and to comply with the relevant design standards has been moved by approximately 20 metres from its original position.

Point 5 - The Puffin crossing will restrict access to the driveway due to the congestion caused by the crossing.

Response – The congestion caused by the Puffin crossing will be minimal and will only occur when pedestrians are using the crossing. The Puffin crossing will be fitted with on-crossing detector units which will ensure that the crossing changes back to green for vehicles as soon as the pedestrians have crossed the road, meaning that the waiting time for vehicles is minimised.

Point 6 - There will be an increase of noise from the audible signal and from traffic starting and stopping.

Response – The audible signal are provided as a facility to assist visually impaired people and will be active from 7 am to 9 pm only. The volume will be set with consideration for surrounding properties. It is inevitable that there will be a slight increase in the noise level from vehicles stopping and waiting at the crossing compared to free flowing traffic.

Point 7 - Visual intrusion of the crossing in the sitting room.

Response – The traffic signal heads will be positioned to face the approaching traffic and the pedestrian displays will be located at the kerbside; they will be visible but light will not directly shine into adjacent properties.

Point 8 - The Puffin crossing will increase pollution.

Response – It is possible that the kerbside levels of pollutants such as carbon monoxide will increase where vehicle are decelerating, queuing and accelerating to the approach to the Puffin crossing, compared with the situation of free flowing traffic. However, it is unlikely that any detectable increase will be experienced by properties along Hillmorton Road. This can be attributed to the fact that this area is relatively open and any pollutants in the atmosphere will quickly disperse.

Point 9 – There is no need to upgrade the Zebra crossing due to the associated costs.

Response – The budget provision is £65,000 from the Area Delegated Budget; this funding has been allocated to this scheme as it deemed to be a desirable upgrade with will benefit the community as a whole.

3.3 Warwickshire Police have raised no objection to the proposal.

3.4 Rugby Borough Council has made no comments on this proposal. However, it is supported by the following Borough Councillors: - Tim Douglass, Jerry Roodhouse and Noreen New.

3.5 The County Councillor for this area, Councillor Dahmash, supports the proposal and also as part of this scheme he has requested that bollards should be installed on the footway to prevent illegal parking taking place. Councillor Roodhouse from the adjacent electoral division supports the proposal.

4.0 Financial Implications

4.1 It is proposed to utilise monies from the Area Delegated Budget to fund the construction of the Puffin crossing. A budget provision of £65,000 has been included in the Capital Programme for 2017/18, which has been brought forward from the last financial year.

4.2 The revenue costs to maintain the Puffin crossing will be approximately £720 per year which will need to be funded from traffic signal maintenance budget and the traffic signal equipment will need to be upgraded after every 15 years i.e. at the end of the traffic signal equipment serviceable life.

4.3 If the scheme is approved it is likely to be implemented in October 2017.

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 That the Portfolio Holder approves the installation of the Puffin crossing on Hillmorton Road funded by the Area Delegated Budget.

Background papers

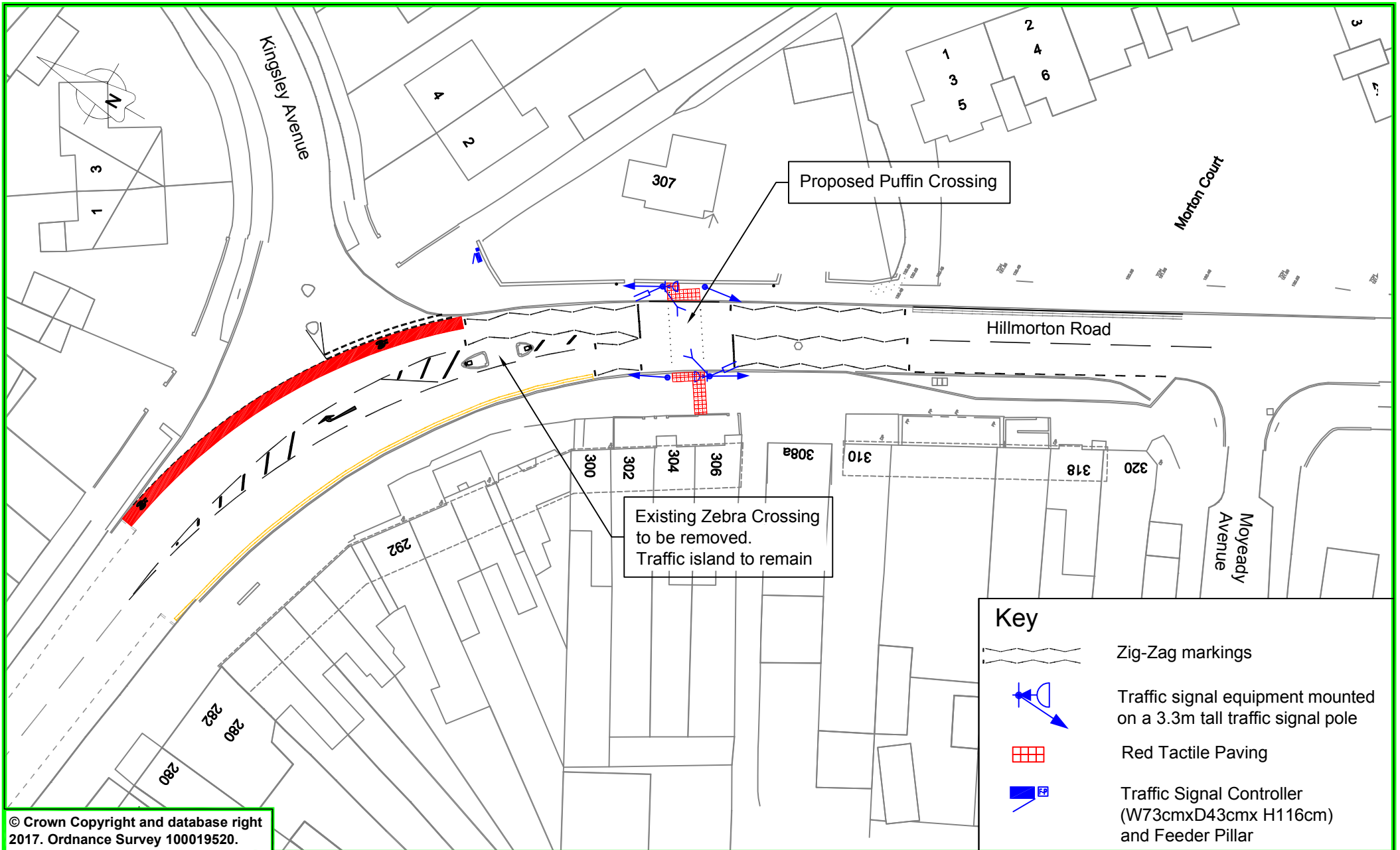
Email of objections to the proposal

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The report was circulated to the following members prior to publication:

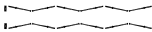



Local Member - Cllr Dahmash (Hillmorton)


Other Members – Cllr Roodhouse (Eastlands – adjacent Division), Cllr Western, Cllr Shilton, Cllr Cockburn, Cllr Horner, Cllr Fradgley

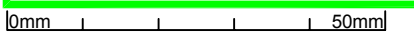


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Key

-  Zig-Zag markings
-  Traffic signal equipment mounted on a 3.3m tall traffic signal pole
-  Red Tactile Paving
-  Traffic Signal Controller (W73cmxD43cm x H116cm) and Feeder Pillar

Ref No.	Drawn: EB	Date: 20-06-17	Checked: EB	Date: 20-06-17	Approved: GD	Date: 20-06-17	
Drg No. 24.2--215-004	Rev: -	Scale: 1:500	Size: A4	QA DOC 02/96	Status: Approved (Level 3)		
Project: Hillmorton Road near Kingsley Avenue Upgrade existing zebra crossing to a puffin crossing		Title: Proposed Puffin Crossing on Hillmorton Road near Kingsley Avenue, Rugby				 TRANSPORT AND ECONOMY Design Services	



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