

Proposed decision to be made by the Portfolio Holder for Transport and Environment on or after 17 November 2017

Proposed Zebra Crossing and traffic island - Cape Road Warwick

Recommendation

That the Portfolio Holder for Transport and Environment approves the installation of a zebra crossing and traffic island on Cape Road Warwick, in accordance with the Road Traffic Regulation Act 1984, Section 23 and section 90G of the Highways Act 1980.

1.0 Key Issues

- 1.1 A request has been received from Councillors in the Warwick area for the installation of a safe crossing point on Cape Road Warwick.
- 1.2 The primary purpose of the proposed zebra crossing is to cater for the various pedestrian demands to cross Cape Road in order to access St Mary's Catholic Primary School and other local schools in the Warwick town centre area. This crossing is to be delivered from the School Safety Zones and Routes programme.

2.0 Proposed Scheme

- 2.1 The site of the proposed traffic island and zebra crossing is located on Cape Road Warwick. Cape Road is a local road carrying significant traffic flows at peak times. It is also used by local residential traffic, some through traffic and is a well-used bus route serving the Warwick and Leamington areas. It is subject to a 30mph speed limit by virtue of street lighting and frontage development.
- 2.2 The proposed site for the zebra crossing will be just north of the junction with Northgate, as indicated on the plan in **Appendix A**. The area is predominantly residential, but some commercial premises are located in the area such as the Punch Bowl PH. The now disused Police Station at the junction of Northgate is to be redeveloped into a Medical Centre.
- 2.3 The need for a zebra crossing on Cape Road is to accommodate the various demands for pedestrian movements across the road, including:
 - Access routes to St Mary's Catholic School situated in Wathen Road.
 - Access to the town centre residential and shopping areas.
 - Access for pedestrians to the County Records Office and Priory Park.

- Improved access to medical facilities located in Cape Road, such as the Medical centre, dentists and Doctors located in Cape Road.
- Improved access to parking facilities in Cape Road.
- Improved access to the former Police Station that will be redeveloped to become a Medical Centre

2.4 When considering the justification for a 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 zebra crossing the PV^2 value should exceed 0.6×10^8 . In this location the PV^2 value is 0.83×10^8 which fully meets these criteria for the installation of a zebra crossing.

3.0 Consultation on the Proposal

3.1 A formal consultation for the proposed zebra crossing was carried out between 7th September and 29th September 2017. Advertisements were placed in the Warwick Observer, on street notices were erected, and information was published on Warwickshire County Council's website. This is the normal procedure for any proposed zebra crossing, and goes beyond the legal obligation for this type of facility.

During this period, two objections have been received relating to the proposed crossing.

3.2 Objections

Objection (1) - The Warwick Society

1. While the Society supports making it easier for people to walk in the town's streets, to reduce car use and for the health benefits and pleasure that walking gives, it objects to these proposals. The proposals have come out of the blue, with, as far as the Society is aware, no prior discussion with interested parties.
2. They come in isolation from other proposals on which the Society understands that preparatory work continues, for Northgate and for its junction with Cape Road, immediately abutting the site of the proposed crossing, and interacting with it.
3. If the Society had been involved in any such discussion, it would have queried the reasons for having a crossing just here. It is not on the route to and from school of any significant number of children. Between 0815 and 0845 on one morning last week, for example, only three children who crossed Cape Road between Northgate and Priory Mews. Two were walking with their father from the west side of Cape Road towards Coten End School, one with her mother walked through Priory Park and continued towards Westgate School.
4. Substantial numbers of adults crossed this stretch of road, most walking towards Northgate, and a high proportion crossed at the first bend to the north. This confirms that there is a significant flow of people on foot between the town centre and the top of path which runs past Priory Park, but that the proposed site for a crossing is not on their 'line of desire'. That concept is important in planning for the use of streets by people on foot, simply because

it gives them the shortest visible route to their destination. A crossing at the bend in the road would serve this purpose much better, and would be clearly visible to the drivers of vehicles approaching in either direction.

5. The proposed crossing equipment would damage the setting of the listed Northgate, and its being very close to the gate to the house will make it inconvenient and potentially dangerous for cars to enter and leave the premises.
6. The two warning signs are superfluous, and damage the setting of the registered Priory Park. The side and rear elevation of Northgate are an important part of the significance of a particularly important listed building, and its appreciation should not be visually damaged by traffic clutter.
7. There is no evidence that this has been taken into account in developing these proposals. The proposal states that a traffic island will slow southbound traffic approaching the crossing, but it is superfluous: the bend which is about 30 metres after the island, and 30 metres before the crossing, already does this much more effectively.

Response:

1. This request has been made by elected representatives of the Warwick area, this meeting was held in 2015, when the School Safety Zones and Routes programme was initially established. Further communication, following the recent elections has shown full support from the newly elected members of the County Council and continued support for the crossing from existing County Council elected members.
2. The development work for Warwick Town Centre has been considered as part of this proposal. Officers have worked closely to ensure that each scheme compliments and adds value to the other. There is no conflict between the two projects.
3. The County Council is actively supporting and encouraging school children to be able to walk to school in safety. Providing crossing facilities at strategic points enables parents and carers to reconsider how journeys to school are made, and the potential for safe walking routes to schools is to be encouraged and supported. Over the 12 hr period surveyed (7am to 7pm) over 100 school aged children crossed Cape Road.
4. The pedestrian survey conducted on Cape Road indicated adults crossing at various locations between the Cape Road car park and Northgate junction. There is currently no defined crossing point on Cape Road so pedestrians are free to choose where to cross the road. It is expected that the introduction of a zebra crossing in this location will enable pedestrians to choose a suitable and safe location to cross this road.
5. The introduction of the crossing is near to the historic Northgate House property. On street furniture on this side of the road will be limited to a Belisha beacon post and globe. The turning movements into and out of the access to Northgate House has been assessed and will still be possible to achieve with the crossing located as detailed in Appendix A.
6. The introduction of warning signs for the crossing was recommended by Road Safety Engineers in their Road Safety Audit report, due to concerns about forward visibility to the crossing and the potential speed of approaching traffic.
7. On site observations have indicated that some traffic is travelling at inappropriately high speeds around the bend on Cape Road. The Road Safety

Audit report raised concerns about traffic speed approaching the proposed crossing. The refuge island proposed will act as a speed reducing feature, offering a greater level of safety for pedestrians using the proposed crossing.

Objection (2) resident

1. While we are grateful that Warwickshire County Council has given notification, with a drawing, about the proposed zebra crossing outside Northgate, we would have appreciated personal contact with an explanation about how this might work in conjunction with the doors that we open to use for vehicles to access or leave our property. We are concerned that it will increase the possibility of accidents rather than be a positive contribution for pedestrians. The proposed crossing is at a point which is almost never used by pedestrians.
2. Currently virtually everybody crossing Cape Road does so at the corner and we believe that this is the place for a crossing, but we believe rather than an actual zebra crossing a raised area (as in the High Street) would be much better as this would have the effect of slowing down cars as well as giving pedestrians the opportunity to cross safely. There is congestion for about two hours out of twenty four each working day at the top of Cape Road and a crossing on the corner, which, allowing pedestrians and drivers to have a better view of each other, would be of particular value at those times.
3. The wall of Northgate has been there for over 200 years and the gates too, fall in line with it, we still have a place in the wing of the house for a coach, with what were stables next to it. Northgate is one of Warwick's best examples of the town's architecture, post the 1694 fire. New street furniture and installations like a zebra crossing will diminish the aesthetic pleasure that it gives to pedestrians, including many tourists, who are important to the town's economy.
4. We would ask the County Council to reconsider the positioning of the crossing. We notice from the drawing that the abandoned Police Station is sketched out, but wonder if any consideration about the new medical centre has been included in the thinking about the crossing.

Response

1. The crossing has been positioned so that it does not interfere with the residents' gated access to the side of the property. Our survey indicates that pedestrians currently cross Cape Road at various points as breaks in traffic flows permit. The installation of this crossing aims to direct pedestrians to the most appropriate place to cross, and the use of the zebra crossing will allow pedestrians to halt traffic to allow them to cross in safety.
2. The crossings situated in High Street have not been entirely successful in allowing all pedestrians to cross the road safely. Pedestrians who are disabled or elderly may not feel able to cross traffic streams without the security of a formalised crossing. This crossing is aimed at providing a safe crossing location for children and their carers to walk to the various schools in the Warwick town centre area. The provision of a formalised crossing on Cape Road is recommended as the most appropriate way of facilitating a safe walking route for schools to be established.

3. Whilst it is accepted that the side elevation of the property known as Northgate is of historic importance in the town scape, this crossing is proposed to be as least intrusive as possible. There will only be the usual painted road markings and Belisha beacon globes associated with a zebra crossing.
4. Various locations for the proposed crossing have been considered as part of the planning and feasibility for the scheme. Engineers have met with the developers for the old Police Station into a Medical Centre. No conflicts between this design for the proposed crossing and the Medical Centre are expected. The proposed crossing will also assist pedestrians wishing to access the Medical Centre when it is constructed.

3.3 SUPPORT

Councillors Singh Birdi, Williams and Holland are fully supportive of this proposed crossing. Previous County Councillors Warner and St John were also fully supportive of these proposals.

Councillor Holland has commented the following: - "he fully supports the proposals, and would like to see the approved crossing implemented as soon as possible. The proposal has been brought forward to improve safety on the journey to school. The reasoning and legal constraints are explained in the report. The comments received should be read in context of our plans for Warwick town centre. This proposal is completely consistent with our plans and will be part of the strategy previously agreed by Cabinet.

In August 2016 a consultation was held in Warwick town centre following many years of public involvement. The proposals were supported by a large majority. Objective 1 is "Wider pavements and new crossing points for pedestrians – to improve the town centre environment and provide good connectivity into and across the town"

4.0 Financial Implications

- 4.1 Capital funding for School Safety Zones and Routes was originally agreed at the full council meeting in February 2015 and was re-approved by Council when it set the 2017/18 budget in February 2017. This scheme will be fully funded from this budget at an approximate cost of £30,000.

5.0 Conclusion

- 5.1 The proposed zebra 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 The recent pedestrian survey over a 12 hr period between 7am and 7pm, recorded over 2000 people crossing this road of which, around 100 were school aged children.

- 5.3 Zebra crossings contribute to an integrated pedestrian network and help reduce conflict between traffic and pedestrians, encouraging feelings of pedestrian safety. These factors are important in the encouragement of walking within a community and the maintenance of a healthy weight environment.
- 5.4 The overall benefits in terms of pedestrian safety for the community, especially school children outweigh the negative impacts of additional street furniture in the town scape near to historic buildings.
- 5.5 This proposed zebra crossing will be constructed in accordance with LTN1/95 Assessment of Pedestrian Crossings and the design complies with Design Note 2/95 Design of Pedestrian Crossings, published by the Department for Transport.
- 5.5 It is recommended that the Portfolio Holder for Transport and Environment approves the installation of a zebra crossing, funded by the School Safety Zones and Routes capital allocation.

Background papers

Letters of objections to the proposal

	Name	Contact Information
Report Author	Carolyn Burrows	carolynburrows@warwickshire.gov.uk Tel: 01926 412650
Head of Service	Mark Ryder	markryder@warwickshire.gov.uk Tel: 01926 412811
Strategic Director	Monica Fogarty	monicafogarty@warwickshire.gov.uk Tel: 01926 4122514
Portfolio Holder	Jeff Clarke	cllrclarke@warwickshire.gov.uk

This report was circulated to the following members prior to publication.

Councillors

APPENDIX A

NOTES
 The location of traffic signal equipment and road markings shown may be subject to change during the construction stage due to unknown site constraints.

REV	DRN	AMENDMENT	DATE
A	LM	Road Markings amended	30/08/17



Design Services
 Communities
 Shire Hall Post Room
 Warwick
 CV34 4SP
 Tel : 01926 410410
 Web : www.warwickshire.gov.uk
 FS 26655

PROJECT
 Cape Road near Northgate, Warwick
 Proposed Zebra Crossing

TITLE
 School Safety Zones and Routes Programme

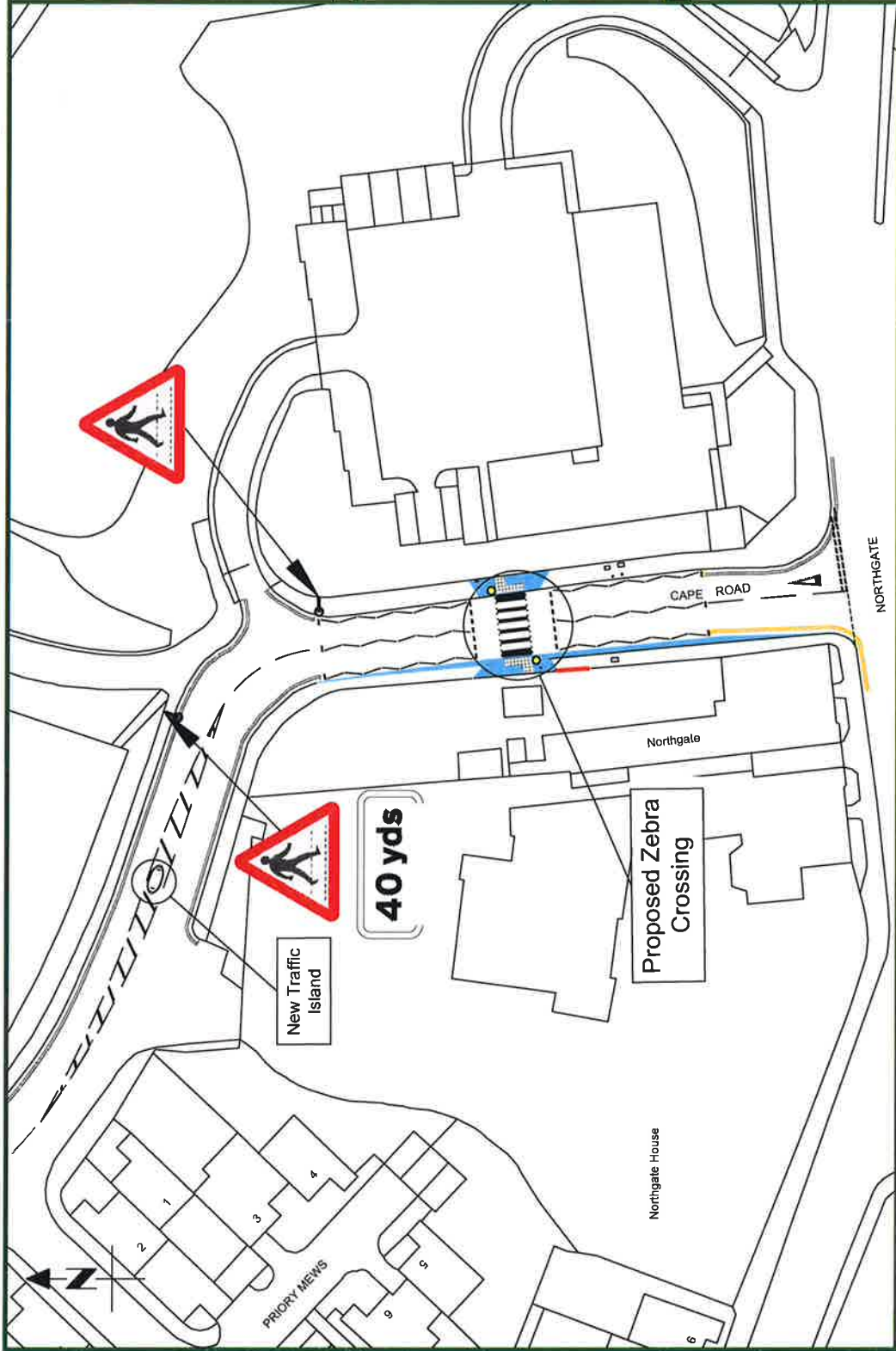
Purpose of Drawing: Construction

Drn	LM	CK'd	DAM	App'd	DAM
Date	09-08-17	Date	04-09-17	Date	04-09-17

Status
 Approved (Level 3)

Scale
 1:500
 Sheet size
 A3

DRG. NO.
 24.2---212-105
 Rev. A



Key

- Zig-Zag markings
- Beacon
- Grey Tactile Paving
- Traffic Signal Controller and Feeder Pillar
- New footway construction
- Double yellow lines
- Existing road markings shown grey

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APPENDIX B

The Road Traffic Regulation Act 1984

In deciding whether or not to make any order, the Council is required to have regard to the matters set out in section 122 of the 1984 Act. Section 122(1) requires the Council to exercise the functions conferred on it by the 1984 Act as (so far as practicable having regard to the matters specified in section 122(2)) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians), and the provision of suitable and adequate parking facilities on and off the highway.

The matters to which the Council must have regard are:-

- the desirability of securing and maintaining reasonable access to premises
- the effect on the amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles so as to preserve or improve the amenities of the areas through which the roads run
- the national air quality strategy prepared under section 80 of the Environmental Protection Act 1995
- the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles
- and any other matters appearing to the Council to be relevant

Therefore whilst the overall objective of the Council must be to secure the expeditious convenient and safe movement of vehicular traffic this will sometimes need to give way to the objectives in section 122(2) and a balance has to be achieved between the overall objective and the matters set out in section 122(2).