

Proposed decision to be made by the Portfolio Holder for Transport and Environment on or after 15 December 2017

Proposed Zebra Crossing – Albert Street, Rugby

Recommendation

That the Portfolio Holder for Transport and Environment approves the installation of the zebra crossing in accordance with the Road Traffic Regulation Act 1984, Section 23.

1.0 Key Issues

- 1.1 A request has been received from Councillor Alan Webb for the installation of a safe crossing point on Albert Street Rugby.
- 1.2 The primary purpose of the proposed zebra crossing is to cater for the various pedestrian demands to cross Albert Street in order to access Northlands Primary School situated in Pinders Lane Rugby. This crossing is to be delivered from the School Safety Zones programme.

2.0 Proposed Scheme

- 2.1 The site of the proposed zebra crossing is located on Albert Street Rugby. Albert Street is a local road near to the town centre. Residential and commercial traffic use the route to access the Town Centre, and other local destinations such as the railway station. It is subject to a 20mph speed limit.
- 2.2 The proposed site for the zebra crossing will be to the west of Pinders Lane, near to the entrance to 'Miles of Tiles', as indicated on the plan in **Appendix A**. The area is a mix of residential and commercial properties.
- 2.3 The need for a zebra crossing on Albert Street is to accommodate the various demands for pedestrian movements across the road, including:
 - Access to Northlands Primary School situated in Pinders Lane
 - Access to the town centre residential and shopping areas.
 - Access to the various medical establishments i.e doctors and dentists surgeries in the area.

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 values should exceed 0.6×10^8 . In this location the PV^2 value is 0.63×10^8 which fully meets the 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 22nd September and 13th October 2017, Advertisements were placed in the Rugby 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.

4.0 Objections

4.1 Objection (1) resident of Albert Street

1. Thank you for the letter outlining the proposed zebra crossing plan. I am wholeheartedly for increasing the safety of children walking to school, however, the parking availability on this section of Albert Street for the residents is becoming pot luck as there is already inadequate parking bays for the number of permits probably issued and from your plans, the bays at the lower end closest to Railway Terrace will be removed.
2. We pay for our parking permits, and in recent times, there have been quite a few instances when I am not able to park on this road, in this zone, for which the council have happily taken my parking fee. Due to the way zoning is made, I am unable to park in other zones, and realistically nor do I wish to as I want to be able to park close to my house, or at least in the same road. Likewise, I have also been prevented from even parking on my own drive way due to persons parking their cars over the solid white line in front of my drive way, as the council decided to include the solid white line as park of the parking bay.
3. When the flats were constructed on the corner of Albert Street and Edward Road, we logged our concerns on various letters and communication about adequate parking bays, as only 10 spaces were made in the courtyard for a flat development of 17 flats. Rugby planning department at that time, answered that in their view this was adequate, for high density town dwelling, believing that many would not all have cars, but I can assure you this is not the case, as often residents from these flats are parking on Albert Street as there is not the space for them in their own dedicated parking.
4. So whilst I am keen as a mother to have safer walking routes to and from school, I am also keen that my car that I use for also my children I can park safely and reasonably close to our house.

Response

1. The parking zone has been in place for many years in the Rugby area. Any property within the parking zone can apply for up to 3 residents' passes plus one visitors pass. This means that many properties with multiple vehicles are able to park within the zones. This proposal will reduce the number of parking bays on Albert Street by approximately four. As the resident has the facility to

park one vehicle off street, the proposals should have minimal effect on this resident.

2. Parking over a drive way is a matter for the Police, as it is classified as obstruction of the highway. The parking bay extends across the driveway as this is the normal procedure for this type of parking bay. Where there are insufficient parking bays available in the road, residents may park in any other road within the same zone, where spaces are available.
3. The number of parking spaces allocated to new residential developments is a matter for the planning authority. In this case Rugby Borough Council. The County Council has no authority to ensure there are more spaces made available when considering planning proposals. These flats have been constructed for a number of years, and at the time the resident raised the matter through the planning process, without any success. There is nothing more the County Council can do to alleviate this issue.

5.0 Support

- 5.1 Councillor Alan Webb fully supports the installation of a zebra crossing in this location.
- 5.2 The Head Teacher of Northlands Primary School has indicated her approval for the crossing, to allow the children to access school in a safer way.

6.0 Financial implications

- 6.1 Capital funding for School Safety Zones 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.

7.0 Conclusions

- 7.1 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. Pedestrian surveys have shown that over 1200 people cross this road between 7am and 7pm, of which around 430 are children attending nearby schools. 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.
- 7.2 The overall benefits in terms of pedestrian safety for the community, especially school children outweigh the negative impacts of the loss of a few parking spaces.
- 7.3 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.

- 7.4 It is recommended that the Portfolio Holder for Transport & Environment approved the installation of a zebra crossing, funded by the School Safety Zones capital allocation.

Background papers

None

Supporting Papers

1. Appendix A
2. Appendix B
3. Letter of objection

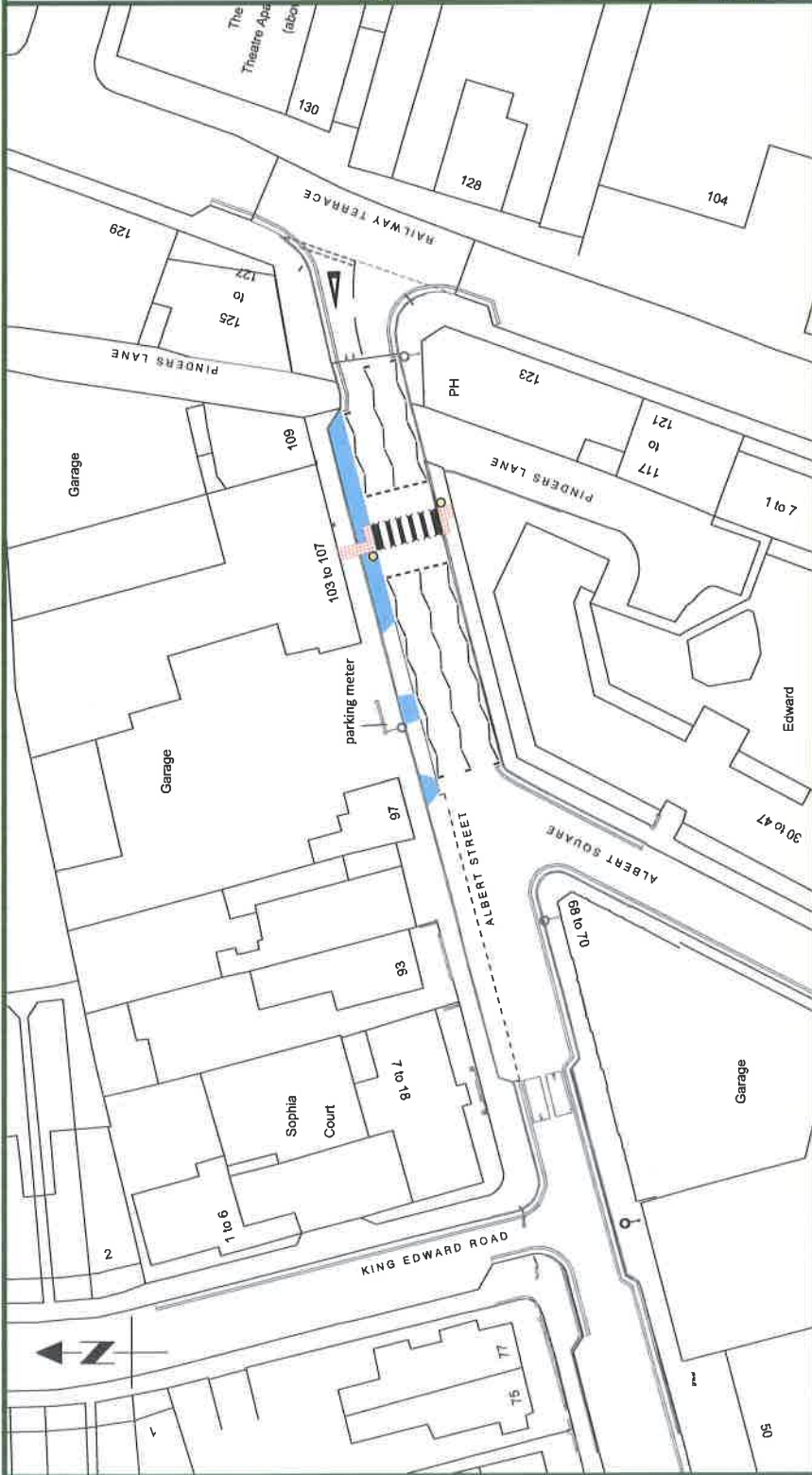
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Portfolio Holder	Councillor Jeff Clarke	jeffclarke@warwickshire.gov.uk

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

Local Member(s): Cllr Alan Webb

Other Members: Councillors Clarke, Chattaway, Webb, Shilton, Horner and Fradgley

APPENDIX A



Key


-  Zig-Zag markings
-  Beacon
-  Red Tactile Paving
-  Feeder Pillar
-  New footway construction
-  Existing road markings shown grey

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

REV	DRN	AMENDMENT	DATE



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Communities
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FS 26655

PROJECT
Albert Street near Railway Terrace
Rugby, Proposed Zebra Crossing

TITLE
School Safety Zones and Routes Programme

Purpose of Drawing: Consultation

Drn	LM	Ckg	DAM	App'o	DAM
Date	07-08-17	Date	12-08-17	Date	12-08-17

Status
Approved (Level 3)

Scale
1:500
Sheet size
A3

DRG. NO.
24.2---213-103
Rev.

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).



APPENDIX C1.

Carolyn Burrows <carolynburrows@warwickshire.gov.uk>

Objection to Proposed Zebra crossing - Albert street, nr Pinders Lane

1 message

[Redacted]
To: carolynburrows@warwickshire.gov.uk

2 October 2017 at 17:04

Dear Carolyn

Thank you for the letter outlining the proposed zebra crossing plan. I am wholeheartedly for increasing the safety of children walking to school, however, the parking availability on this section of Albert street for the residents is becoming pot luck as there is already inadequate parking bays for the number of permits probably issued and from your plans, the bays at the lower end closest to railway terrace will be removed.

We pay for our parking permits, and in recent times, there have been quite a few instances when I am not able to park on this road, in this zone, for which the council have happily taken my parking fee. Due to the way the zoning is made, I am unable to park in other zones, and realistically nor do I wish to as I want to be able to park close to my house, or at least in the same road. Likewise, I have also been prevented from even parking on my own drive way due to persons parking their cars over the solid white line in front of my drive way, as the council decided to include the solid white line as part of the parking bay.

When the flats were construction on the corner of Albert Street and Edward Road, we logged our concerns on various letters and communication about adequate parking bays, as only 10 spaces were made in the courtyard for a flat development of 17 flats. Rugby planning department at that time, answered that in their view this was adequate, for high density town dwelling, believing that many would not all have cars, but I can assure you this is not the case, as often residents from these flats are parking on Albert street as there is not the space for them in their own dedicated parking.

So whilst I am keen as a mother to have safer walking routes to and from school, I am also keen that my car that I use for also my children, I can park safely and reasonably close to our house.

I look forward to your reply and any suggestions you may have on the current poor residential parking availability that this area of Albert Street is suffering from.

Kind regards

[Redacted signature and contact information]