

**Portfolio Holder for Transport and Planning
20 September 2013**

**Proposed Zebra Crossing, A452 Priory Road near The Blundells,
Kenilworth**

Recommendation(s)

That the Portfolio Holder for Transport and Planning:

- 1) Considers the objections to the proposed Zebra crossing on Priory Road, as listed below in '2.0 Consultation' and in Appendix A; and
- 2) Approves the provision of the proposed Zebra crossing on Priory Road funded by the Area Delegated Budget, as shown in Appendix B.

1.0 Key Issues

- 1.1 Cllr Whitehouse and officers have received requests from residents for a crossing at this location. They raised concern over the difficulty in crossing Priory Road to gain access to St Nicholas Primary School and local services. This was investigated in December 2012.
- 1.2 The investigation concluded that it is feasible to install a Zebra crossing near to the location where the School Crossing Patrol person operates. However, providing a Zebra crossing at this location requires the loss of two on-street parking spaces due to safety reasons.
- 1.3 To avoid the loss of on-street parking, alternative locations to the south side of The Blundells have been considered. However, these locations were unsuitable due to private driveways or removal of at least one mature tree. The proposed crossing location is sited where the majority of people cross the road throughout the day.
- 1.4 It is estimated that the scheme will cost £20,000 to implement. It will be funded from the Transport Seminar Delegated Budget which addresses local priorities rather than strategic ones.
- 1.5 The previous School Crossing Patrol (SCP) person has resigned and the location still meets the criteria for a SCP person. Until a decision is reached on the provision of a Zebra crossing at this location a temporary relief patrol is being provided when available. If the Zebra crossing is not approved at this location the SCP post will be advertised and we will seek to recruit. It should be noted that it has been difficult in the past to recruit a SCP in Kenilworth, so there is a risk that the site may remain vacant for an unknown period of time.

When the location was assessed against the SCP criteria it was noted that there was a reasonable demand by a number of pedestrians to cross the road other than primary school children. This included pre-school children, adults, high school students and the elderly.

- 1.6 During the consultation period we received a significant amount of communications in support of and against the proposal which are listed below in '2.0 Consultation' and in **Appendix A**.

2.0 Consultation

- 2.1 **Cllr Whitehouse** – Fully supports this scheme having studied all comments and objections raised and reviewed all alternatives, and has made the following comment:-

“The proposed scheme will provide a safe place for all vulnerable road users to cross the road throughout the day and will provide long-term certainty of a safe way for school children to cross the road.”

- 2.2 **Warwickshire Police** – Has been consulted and support the scheme.

- 2.3 **Kenilworth Town Council** – Is in favour of a crossing. However, it has raised the following concerns:

- i) The position of the crossing results in the loss of two parking spaces which may have a detrimental effect on local businesses.

Response – The removal of two on-street parking spaces is necessary for safety reasons. This is to ensure pedestrians are able to see and be seen by drivers. There is no evidence that the loss of the two on-street parking spaces will have a detrimental effect on the local businesses since there is significant on-street parking available within the surrounding area.

- ii) Would like the location of the crossing, parking provision and associated restrictions to be re-examined, with two alternative parking spaces being identified and provided if the current parking spaces were lost.

Response – Alternative crossing locations to the south side of The Blundells have been considered. However, these locations were unsuitable due to private driveways or removal of at least one mature tree. The proposed crossing location is located where the majority of people are crossing the road throughout the day.

There is a length of unrestricted parking on the east side of Priory Road less than 70 metres away from the businesses which is unaffected by the scheme.

- 2.4 **General Public** – Public notices were erected on site and published in the local newspaper formally advertising the crossing. Letters were also sent to residents and businesses directly affected by the proposal. We have received a significant amount of communications in support of and against the proposal which is listed in **Appendix A**.

In summary, we received eight communications supporting the scheme as proposed and 13 communications objecting to the location of the crossing.

- 2.5 **E-Petition** – An e-petition on the County Council’s website was signed by 42 people. The text of the petition stated “Reconsider its plan to remove two car parking spaces from outside Kenilworth Cobblers, Priory Road, Kenilworth, and instead relocate the proposed pedestrian crossing further down Priory Road.”

Response – The removal of two on-street parking spaces is necessary for safety reasons. This is to ensure pedestrians are able to see and be seen by drivers. The crossing is being provided where the majority of pedestrians are crossing.

3.0 Conclusion

- 3.1 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.
- 3.2 The provision of a Zebra crossing on Priory Road will make it easier for pupils and parents to cross the road when going to and from school, thereby encouraging them to walk to school rather than travel by car.
- 3.3 The main concerns raised by Kenilworth Town Council, e-petition and a number of communications listed in Appendix B are the loss of two on-street parking spaces. It is regrettable that two on-street parking spaces will be lost due to the provision of the Zebra crossing for safety reasons.
- 3.4 That the Portfolio Holder for Transport and Planning approves the provision of the proposed Zebra crossing funded by the Area Delegated Budget.

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APPENDIX A

Summary of communications received during the consultation period for the proposed Zebra Crossing on Priory Road near The Blundells, Kenilworth

Support for the proposal

We received eight communications supporting the scheme as it stands.

Objections to the proposal

We received 13 communications objecting to the location of the crossing. The objections are listed below along with our responses. It should be noted that certain objections were raised more than once and several objections were raised by individuals.

Objection 1

To reduce the two on-street parking places will put a severe strain on our income as customers will be put off from visiting us, these spaces are essential to our business. Fewer spaces would also devalue our businesses and property values.

Response

The removal of two car parking spaces is necessary for safety reasons, this is to ensure that pedestrians are able to see and be seen by drivers. There is no evidence that the loss of the two on street car parking spaces will have a detrimental affect on the local businesses, since there is significant on street parking available within the surrounding area.

Objection 2

I do not see the necessity of a crossing as the only people who cross are school children a few times a day and not for the whole year so it seems a pointless exercise to pursue. If necessary it should be located lower down Priory Road where the School Crossing Patrol operates.

Response

A 12 hour (7:00 am to 7:00 pm) pedestrian survey carried out on 30 November 2010 shows that the majority of pedestrian did cross the road during school start and finish times. However, the survey results also show that significant numbers of pedestrians are crossing throughout the day, see Appendix C for the pedestrian survey results and the vehicle survey results from 4 December 2012.

It is not possible to site the Zebra crossing at the location where the School Crossing Patrol operates from because the patrol person crosses at the Blundells which is a driveway. It would be unsafe to provide a crossing at this location.

Objection 3

The proposal requires some of the parking bay outside these shops to be removed. Two car spaces would be lost. My son has secured an apprenticeship with the bakery. What a tragedy for him to lose that apprenticeship because the business loses customers through no fault of its own and three people lose their jobs.

Response

The removal of two parking spaces is necessary for safety reasons, this is to ensure that pedestrians are able to see and be seen by drivers. There is no evidence that the loss of the two on street parking spaces will have a detrimental affect on the local businesses, since there is significant on street parking available within the surrounding area.

Objection 4

How can the Zebra crossing proposal maintain safety compared with the current system? Leave the school crossing patrol officer service as it is if that is what it takes to keep the parking bay as it is.

Response

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.

Objection 5

The current proposals will adversely affect my business. The proposal to remove two car parking spaces would therefore considerably restrict the option to park a car and do business not just with us but also the other traders at this end of Priory Road. I wholly believe Priory Road and St Nicholas school can benefit from a pedestrian crossing but respectfully request that you reposition it further down Priory Road, just the equivalent of two car parking spaces.

Response

The removal of two parking spaces is necessary for safety reasons. This is to ensure that pedestrians are able to see and be seen by drivers. There is no evidence that the loss of the two on street parking spaces will have a detrimental affect on the local businesses, since there is significant on street parking available within the surrounding area.

We have looked at alternative locations for the crossing to eliminate the need to remove the two on-street parking spaces. Unfortunately it is not possible to site the crossing further down Priory Road as suggested due to there being insufficient room to fit the crossing in between The Blundells and the driveway for Property No 8a. There needs to be at least 4 metres between adjacent driveways.

Objection 6

Strongly object to the crossing, only on the basis that I lose two valuable parking spaces for my customers. I would withdraw my objection if the two parking spaces were replaced with double yellow lines or a designated loading bay area and not zig zags.

Response

The removal of two parking spaces and the provision of the zig zag markings are necessary for safety reasons. This is to ensure that pedestrians are able to see and be seen by drivers.

Objection 7

The location of the crossing is daft as it's up from the school entrance and not where the current school patrol operates, also parking for the shops and parents is already inadequate.

Response

It is not possible to site the Zebra crossing at the location where the School Crossing Patrol operates from because the patrol person crosses at the Blundells which is a driveway. It would be unsafe to provide a crossing at this location.

Objection 8

No objection to the provision of a pedestrian crossing in Priory Road. However, suggested position is very close to the section of The Blundells leading to Southbank Road which contains access to three separate garages and the car park of the Kenilworth Club.

Response

Pedestrians using the crossing will create gaps in the traffic flow which will make manoeuvres in and out of The Blundells easier.

Objection 9

Entrances to both Field House and The Abbey could be restricted when parents and children are arriving and leaving school by a build-up of traffic. This already happens and traffic also has a habit of speeding up after turning into Priory Road.

Response

The zig-zags associated with the crossing will prevent vehicles parking in the area by Field House, improving visibility for them exiting and pedestrians using the crossing will create gaps in the traffic flow which will make manoeuvres for residents in and out of Field House easier. The school start and finishing time does create an increase in traffic but it is only for a short period of time during term time.

Objection 10

The proposed crossing is too close to the Abbey End junction, and cars turning into Priory Road would have little time to slow down for the crossing, traffic could back up round the junction. Traffic often speeds up making crossing outside Field House hazardous.

Response

The crossing is located approximately 85 metres back from the junction with Abbey End and is in accordance with design guidance. The Zebra crossing would provide a permanent controlled crossing facility that will benefit all those wishing to cross at all times of the day.

Objection 11

The inevitable build-up of traffic queuing at the crossing is very high at school arriving and leaving times, and will inevitably prevent ingress and egress to callers to and residents of Field House for appreciable periods of time as the traffic will extend across and beyond our entrance. Suggested position seems close to the SW section of The Blundells, which contains the access to three separate garages and car park to the Kenilworth Club. Suggest a location outside No 8 and a Puffin Crossing.

Response

The zig-zags associated with the crossing will prevent vehicles parking in the area by Field House, improving visibility for them exiting and pedestrians using the crossing will create gaps in the traffic flow which will make manoeuvre for residents in and out of Field House and The Blundells easier. The

school start and finishing time does create an increase in traffic but it is only for a short period of time during term time.

The suggested alternative outside No 8 would position the crossing between two mature trees. These trees would restrict the inter-visibility between pedestrians and approaching drivers. This would result in the removal of at least one of the mature trees, making the alternative location unsuitable. Unfortunately we do not have the funding to install a Puffin Crossing. Statistics indicate that there is very little difference in the safety record between Zebra and Puffin crossings.

Objection 12

The Abbey end corner is extremely dangerous at all times as the traffic reaches it from 4 directions and often causes congestion, which will then cause more chaos to the traffic in Priory Road.

Response

The crossing is located approximately 85 metres back from the junction with Abbey End and is in accordance with design guidance.

Objection 13

It would be more sensible to have the crossing further along Priory Road and then not necessary to lose parking spaces which are well used for the shops, also some visitors to Field House.

Response

To avoid the loss of on-street parking, alternative locations to the south side of The Blundells have been considered. However, these locations were unsuitable due to private driveways or removal of at least one mature tree. The proposed crossing is sited where the majority of people are crossing the road throughout the day.

Objection 14

Welcome the proposed Zebra crossing. However, have several points to draw to attention.

At present it can be hazardous for all pedestrians to cross Priory Road safely, from the entrances to and from Field House and the Abbey. People with special needs e.g. young children and all those with physical or mental difficulties will have even greater problems. A fully automated crossing with traffic lights would be the most desirable. If that option is out with your budget, then it is imperative that a successor to the present crossing patrol lady.

Response

The Zebra crossing would provide a permanent controlled crossing facility that will benefit all those wishing to cross at all times of the day. Taken into account the number of pedestrians crossing the road, the two-way traffic flow and the speed of the road, we have concluded that the most suitable type of crossing for this location is a Zebra crossing.

Objection 15

Support a pedestrian crossing on this busy road in principle as school children and elderly residents, cutting across The Blundells to Southbank Road cross the road at all times. However, the actual location for the pedestrian crossing that is proposed presents several problems. It will block the entrance/exit to Field House for most of the day.

Response

The zig-zags associated with the crossing will prevent vehicles parking in the area by Field House, improving visibility for them exiting and pedestrians using the crossing will create gaps in the traffic flow which will make manoeuvres for residents in and out of Field House easier.

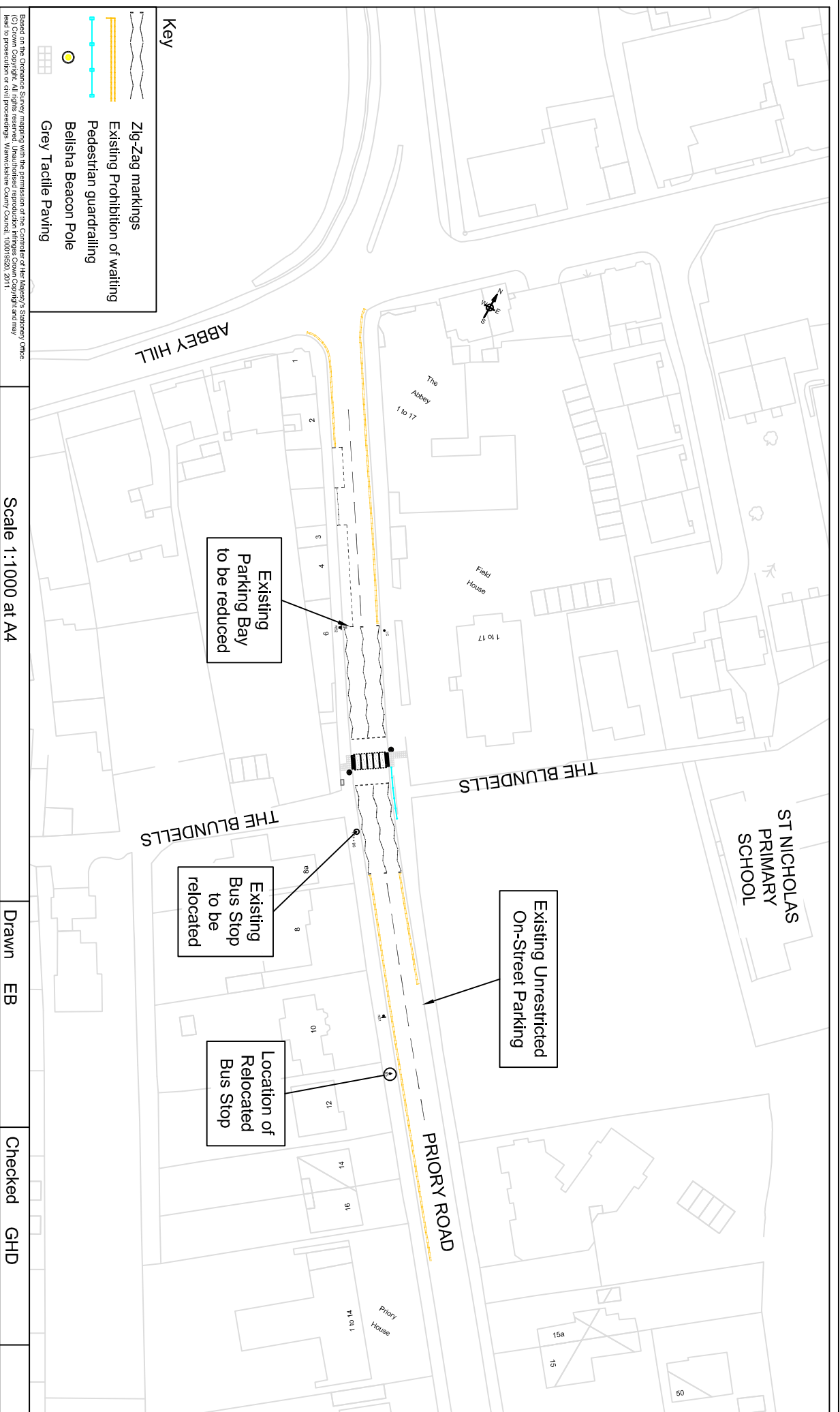
Objection 16

At peak times cars backing up may disrupt the congested junction at Abbey End. Suggest moving crossing 100 metres in direction of Whateley's Drive, this would ensure it is still reasonably convenient for school users and residents, will not obstruct Field House or the car park exit to the rear of the Church and will not necessitate any change to parking arrangements.

Response

The crossing is located approximately 85 metres back from the junction with Abbey End and is in accordance with design guidance.

Alternative locations to the south side of The Blundells have been considered. However, these locations were unsuitable due to private driveways or removal of at least one mature tree. The proposed crossing is sited where the majority of people are crossing the road throughout the day.



Transport and Planning Meeting - 20th September 2013

Plan A

TITLE: Proposed Zebra Crossing on Priory Road near The Blundells, Kenilworth

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APPENDIX C

Traffic and Pedestrian Data for the proposed Zebra Crossing on Priory Road near The Blundells, Kenilworth

Pedestrian Data Collected on 30 November 2010

	Child 0-4	Child 5-11	Child 12-16	Adult 17-64	Adult + Pram	Elderly 65+	Disabled	Total Child	Total Adult	Grand total
700-730	0	0	0	5	0	0	0	0	5	5
730-800	5	6	0	25	0	0	0	11	25	36
7 to 8	5	6	0	30	0	0	0	11	30	41
800-830	2	6	0	31	0	0	0	8	31	39
830-900	14	61	0	113	16	0	0	75	129	204
8 to 9	16	67	0	144	16	0	0	83	160	243
900-930	1	1	0	36	7	0	0	2	43	45
930-1000	1	0	0	20	5	0	0	1	25	26
9 to 10	2	1	0	56	12	0	0	3	68	71
1000-1030	0	0	0	19	3	3	0	0	25	25
1030-1100	0	0	0	18	1	6	0	0	25	25
10 to 11	0	0	0	37	4	9	0	0	50	50
1100-1130	0	0	0	25	2	5	0	0	32	32
1130-1200	1	0	0	27	3	12	0	1	42	43
11 to 12	1	0	0	52	5	17	0	1	74	75
1200-1230	4	0	0	28	9	10	0	4	47	51
1230-1300	0	0	2	14	2	1	0	2	17	19
12 to 13	4	0	2	42	11	11	0	6	64	70
1300-1330	1	4	1	30	6	9	0	6	45	51
1330-1400	0	22	1	27	4	7	0	23	38	61
13 to 14	1	26	2	57	10	16	0	29	83	112
1400-1430	0	0	0	23	4	8	1	0	36	36
1430-1500	0	14	0	21	3	7	1	14	32	46
14 to 15	0	14	0	44	7	15	2	14	68	82
1500-1530	1	2	0	47	13	3	0	3	63	66
1530-1600	15	66	0	76	13	4	0	81	93	174
15 to 16	16	68	0	123	26	7	0	84	156	240
1600-1630	9	31	0	46	7	0	0	40	53	93
1630-1700	1	3	0	15	1	0	0	4	16	20
16 to 17	10	34	0	61	8	0	0	44	69	113
1700-1730	1	4	0	24	0	1	0	5	25	30
1730-1800	0	5	0	23	0	1	0	5	24	29
17 to 18	1	9	0	47	0	2	0	10	49	59
1800-1830	0	1	1	13	0	0	0	2	13	15
1830-1900	0	0	0	15	0	1	0	0	16	16
18 to 19	0	1	1	28	0	1	0	2	29	31
Total	56	226	5	721	99	78	2	287	900	1187

Traffic Data Collected on 04 December 2012

	CAR	HGV	total
07:00	218	1	219
08:00	399	10	409
09:00	280	12	292
10:00	257	10	267
11:00	263	10	273
12:00	335	5	340
13:00	313	7	320
14:00	306	3	309
15:00	365	3	368
16:00	333	4	337
17:00	417	6	423
18:00	322	0	322
Total	3808	71	3879