

RECEIVED 02 OCT 2018

COMMUNITIES GROUP

LEADERSHIP TEAM

GROUP

**Proposed Toucan Crossing over Dunchurch Road near Overslade Lane**

**These are comments and questions regarding Warwickshire County Council's proposals to construct a Toucan Crossing over Dunchurch Road near Overslade Lane**

**Introduction**

As a result of Cllr Hayfield's failure to activate the school site call notice procedure under the section 106 agreement for the Rugby Radio Station site or to make use of the site for a secondary school identified by AC Lloyd in Coton Park there is a shortage of secondary school places in the North of Rugby. The county council has proposed to remedy the shortage of school places in the North of Rugby by supporting the construction of a new secondary school in the South of the town.

Steve Smith applied for outline planning consent to build a new secondary school on Rokeby Playing Fields and the county council granted planning consent to itself subject to several planning conditions including planning condition 40:

"The development shall not be occupied until the public highway A426 Dunchurch Road has been improved so as to provide for a new Toucan signalised crossing in the vicinity of D3469 Overslade Lane in accordance with a scheme approved in writing by the County Planning Authority".

Currently there is abundant contention between pedestrians and cyclists on the one hand and motorised vehicles in Dunchurch Road in the vicinity of Overslade Lane on the other. This contention is acute at the start and finish of the school day as pupils cross from Rokeby to Harris School and from Overslade to Rokeby Primary School and Rugby Free Secondary School.

A new Toucan signalised crossing is to be welcomed. However the county council's proposal to place the crossing to the South of Overslade Lane rather than to the North of Overslade Lane appears extremely misguided, a poor use of public funds and potentially dangerous.

**Questions**

Q1 In developing this scheme is the county council using the design manual for roads and bridges (DMFRB) or is it using its own local standards? If it is using its own locally developed standards please provide a copy.

Q2 The DMFRB states that "As part of the scheme design process, consultation should be used to help identify desire lines ... ". What consultation, if any, has the county council taken to help identify desire lines?

Q3 The DMFRB states that "The speed of approaching vehicles should be taken into account ...". What account, if any, has the county council taken of the fact that the stretch of the A426 immediately to the south of its proposed Toucan crossing has permitted speeds of up to 40mph? (Actual speeds may exceed the permitted speed).

Q4 The DMFRB states that "... crossing points should also coincide with desire lines. This is particularly important on identifiable local routes such as school routes ...". Why has the county council chosen to propose a Toucan crossing to the South of the main desire line?

Q5 The RB30/RB41 crosses the A426 in the vicinity of the Overslade Lane. Has the county council considered the provision of a Pegasus crossing at this point?

Q6 Local Transport Note 1/95 provides for a Site Assessment Record and a Site Assessment Framework for controlled pedestrian crossings. Have these documents been completed? If so please provide copies.

Q7 What is the statutory authority you are relying on to install this pedestrian crossing? Is it the *Road Traffic Regulation Act 1984*? If so have you consulted Martin Jelley about this proposal? Did he respond? If he did respond what was his response?

Q8 To discharge planning condition 40 the scheme must be approved in writing by the County Planning Authority? Have they provided their approval? If so please provide a copy of this approval.

Q9 Is the county highways authority aware that whilst planning condition 40 requires a Toucan crossing in the vicinity of the crossing it does **not** require that crossing to be placed South of Overslade Lane and that therefore it would be quite wrong [not to mention a breach of the sixth Nolan Principle of Public Life] for the county council to inform the senior management team of Harris School that the exact location of the Toucan crossing had been fixed?

Q10 When considering applications for controlled pedestrian crossings does the county council have a standard or a threshold or a rule of thumb about the number of pedestrians who would benefit from a crossing before it would consider installing one? If so is that number greater than ten per day?

Q11 Why does the county council's website describe this as a consultation whereas Mrs Duxbury's kerbside notice merely calls for enquiries?

Q12 Why has Mrs Duxbury set a time limit for enquiries? Surely the Freedom of Information Act means that questions about this proposal must be answered even if they are asked after 30 September 2018?

Q13 Who bears the responsibility for these proposals? Is it Cllr Hayfield or Cllr Clarke?

### **Observations**

I have observed the A426 in the vicinity of Overslade Lane on two Wednesdays (6<sup>th</sup> June and 26<sup>th</sup> September) during the school term at the start and finish of the school day. The weather on both occasions was dry and sunny although somewhat cooler in September.

The results of my observations are shown in appendix 1.

In both June and September there were pedestrian refuges in the A426 to the North and South of Overslade Lane. Temporary traffic lights had been installed to the South of Overslade Lane in September.

In both June and September the vast majority of users crossed the A426 to the North of Overslade Lane. In September when there was a choice of crossing the A426 using a pedestrian refuge or by traffic light to the South of Overslade Lane the majority of users chose the pedestrian refuge rather than the traffic light.

In June only 10.2% of users crossed the A426 to the South of Overslade Lane and in September 12.7% did so. I am not sure that it is possible to infer anything about a possible change in behaviour from these counts but if it is possible to infer a change of behaviour it is that only a very small proportion of users changed their actual route to cross by the "safer" controlled pedestrian crossing.

During the two hours I observed the temporary traffic lights in operation the traffic lights were in operation on only two occasions and only eight pedestrians used a red phase in the traffic lights to cross the road.

### **Conclusions**

- 1 The main desire line for pedestrians [and cyclists] to cross the A426 in the vicinity of Overslade Lane is to the North of Overslade Lane.
- 2 Even when provided with traffic lights to the South of Overslade Lane the vast majority of users choose to cross to the North.
- 3 Traffic lights to the South of Overslade Lane are seldom activated
- 4 The temporary controlled pedestrian crossing to the South of Overslade Lane is very close to the 40mph zone of the A426.
- 5 There is a potential danger in choosing to site a pedestrian crossing so close to a 40mph zone as opposed to a location to the North which is in a 30mph zone.
- 6 There is a potential danger in installing Toucan signals which are seldom activated as regular drivers along this route may become habituated to the signals not being operated and thus "fail" to notice them on the rare occasions that they are operated.
- 7 Installing a Toucan crossing to the South of Overslade Lane is a much poorer use of public funds than installing a Toucan crossing to the North of Overslade Lane when it is likely to be used by anywhere between seven and ten times as many people. [I know the county council has a practice of misrepresenting comments of this type to suggest that I am opposing the installation of a Toucan crossing. I am not. I merely believe that the location chosen is not the best location for it.]

[REDACTED]

[REDACTED]

**29 September 2018**

**Appendix 1 - Movements observed**

**Dunchurch Road at junction with Overslade Lane  
Uncontrolled Crossing**

**Controlled pedestrian crossing**

**Wednesday, 13th June 2018**

**Wednesday, 26th September 2018**

	South	North
8.00	1	2
8.05	1	5
8.10	1	4
8.15		11
8.20	2	14
8.25	2	15
8.30		9
8.35	4	11
8.40	2	9
8.45	2	5
8.50	1	2
8.55		4
<b>TOTAL</b>	<b>16</b>	<b>91</b>

	South	North
8.00	1	2
8.05	1	3
8.10	1	4
8.15		11
8.20	1	13
8.25	2	10
8.30	1	21
8.35		11
8.40	1	1
8.45	1	4
8.50	2	9
8.55		6
<b>TOTAL</b>	<b>11</b>	<b>95</b>

**Wednesday, 6th June 2018**

**Wednesday, 26th September 2018**

	South	North
15.00		5
15.05		4
15.10	1	1
15.15		3
15.20		9
15.25		9
15.30		42
15.35		7
15.40		5
15.45	1	3
15.50	3	5
15.55		1
<b>TOTAL</b>	<b>5</b>	<b>94</b>

	South	North
15.00	2	3
15.05	1	2
15.10		
15.15		6
15.20	1	6
15.25		9
15.30		17
15.35	7	17
15.40		1
15.45		3
15.50	1	4
15.55	1	2
<b>TOTAL</b>	<b>13</b>	<b>70</b>

**GRAND TOTAL**

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South as % of total 10.2%

12.7%

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**Fwd: New crossing - Proposed Toucan Crossing - A426 - Dunchurch Road near Overslade Lane - Rugby Free School Development**

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**Gafoor Din** <gafoordin@warwickshire.gov.uk>

13 September 2018 at 12:23

To: John Glendinning &lt;johnglendinning@warwickshire.gov.uk&gt;

Cc: Joanne Archer &lt;joannearcher@warwickshire.gov.uk&gt;, Chris Morton &lt;chrismorton@warwickshire.gov.uk&gt;, David Matthewson/PT/WarksCC &lt;davidmatthewson@warwickshire.gov.uk&gt;, Carolyn Burrows &lt;carolynburrows@warwickshire.gov.uk&gt;

Hi John

See attached email that Cllr Kaur has received from [REDACTED] Harris Church of England Academy; can you please investigate this matter and update Cllr Kaur.

Kind regards - Gafoor

**Gafoor Din**

Manager for Traffic Control &amp; Information Systems | Design Services | Communities Directorate

**Warwickshire County Council****T:** (01926) 41 8065; **M:** 0777 5640844**E:** [gafoordin@warwickshire.gov.uk](mailto:gafoordin@warwickshire.gov.uk)**A:** Communities Directorate | Shire Hall Post Room | Northgate Street | Warwick | CV34 4SP[www.warwickshire.gov.uk](http://www.warwickshire.gov.uk)

----- Forwarded message -----

From: **Kam Kaur** <[kamkaur@warwickshire.gov.uk](mailto:kamkaur@warwickshire.gov.uk)>

Date: 13 September 2018 at 12:00

Subject: Fwd: New crossing

To: [gafoordin@warwickshire.gov.uk](mailto:gafoordin@warwickshire.gov.uk)

Hi Gafoor,

Please see below as discussed this morning

Regards

Kam

Sent from my iPhone

Begin forwarded message:

**From:** [REDACTED]  
**Date:** 10 September 2018 at 15:15:43 BST  
**To:** [kamkaur@warwickshire.gov.uk](mailto:kamkaur@warwickshire.gov.uk)  
**Subject:** New crossing

Good afternoon Cllr,

I hope you are well. We have been told that a new crossing is going to be placed on Dunchurch road, but where we have been told it is due to go does not make sense and is not as useful as it would be if it was placed on the other side of the road.

We have been told that the crossing will be going on the right of the junction as you come out of Overslade lane, which means

pupils would need to cross overslade lane and then cross on to Dunchurch. However, most of our students would go left at Dunchurch to go to Kingsway shops and so the crossing would be more useful if it was on the left junction, as you come out of Overslade. If you look at where people cross the majority of people would be crossing from that side, as they walk down the pathway at the side of the school from Saunton rd to go to Dunchurch.

I am bot sure if a final decision has been made and so wanted to ask for you to consider putting the crossing on the left side of the junction nearest the pathway from Saunton, as opposed to the other side of the junction, as we believe this would be safer and also mean more people would use it and benefit. Many thanks

kindest Regards,

[Redacted]

Business Manager  
Harris Church of England Academy

[Redacted]