



Jo Edwards <joedwards@warwickshire.gov.uk>

Proposed Crossing on Welsh Road West

1 message

11 February 2019 at 13:34


To: Jo Edwards <joedwards@warwickshire.gov.uk>

Hi Jo

I would like to object to the crossing on the following grounds:

1) The main pedestrian crossing point is at the junction of St. James Road at Welsh Road West (WRW). The proposed crossing is approximately 40metres from this point. A significant proportion of pedestrians who cross WRW come from St James park. It is not realistic that they are going to walk 40m in the opposite direction to their intended destination, cross the road and walk 40m back. They will then have to cross Springs Crescent.

2) The proposed crossing represents an unreasonable amount of disruption to residents and their visitors (i.e no parking on the zig zag lines). The number of casualties since there has been a crossing attendant is, as far as I know 1. This person walked out in the road without looking, which resulted in minor injuries only. The school is open approx 36 weeks a year for 5 days a week. School opening / closing times, and the associated foot and car traffic are for a few minutes a day, but the disruption will be constant.

3) The crossing may cause excessive disruption to the flow of traffic, which is already bad.

4) The provided statistical analysis of foot traffic does not include any methodology. In any event it is merely an analysis of the amount of foot traffic on Welsh Road. It does not take any account of the foot traffic on St. James Road or the likely continuation of crossing at its junction with WRW. A very large proportion of Southam College students approach from St James Road. Nor does it take account of the fact that many students approach from the West side of St. James Road and will therefore have to cross this road (in the opposite direction to the high school), walk 40 yards back, cross the road, walk 40 yards back, then cross Springs Crescent. Clearly this is ludicrous.

5) The weight and slow flow of traffic is such that the zig zag lines will in fact be ineffectual for their intended purpose of keeping sight lines clear for crossing pedestrians. This video https://youtu.be/hr3DF_73PUK indicates the typical amount of traffic on Welsh Road West in the morning. In this instance pedestrians waiting on the North side of the road cannot see vehicles approaching from the east because of the standing traffic in the westerly direction. Nor can vehicles see them (particularly as there are a large number of buses) and therefore may not stop. This renders the zig zag lines pointless and also demonstrates that the crossing is potentially dangerous. I attach a diagram demonstrating this. The reverse situation will be true - i.e pedestrians crossing from South to North, depending on the time of day. There is a large flow of traffic from East to West at approximately 8.45 followed by a large flow of traffic from West to East some minutes later. The zig zag lines are completely inappropriate for the proposed crossing as they are designed to stop cars parking near the crossing on a road with a normal traffic flow. The traffic will be at walking pace/stopped at busy times in one direction and will block line of sight to the opposite direction (especially buses).

6) The council claims it has not been able to find a crossing attendant for the WRW/St. James Road Junction. This does not mean that an ineffectual proposal should automatically be enacted. More effort should be given to finding a crossing attendant as it is patently obvious that most of the pedestrian crossing is done at the WRW/St. James Road junction and will continue to be so after a crossing is installed 40m away.

7) Additionally the raised road/traffic calming measure (speed hump) at the junction of WRW/St James Road, is attractive to pedestrians and increases the likelihood of them using that point.


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