

Proposed decision to be made by the Portfolio Holder for Transport and Planning on or after 12th April 2019

Proposed Zebra Crossing – Welsh Road West, Southam

Recommendation

That the Portfolio Holder for Transport and Planning approves the installation of a zebra crossing on Welsh Road West, Southam, in accordance with the Road Traffic Regulation Act 1984, Section 23.

1.0 Key Issues

The primary purpose of the proposed zebra crossing is to improve the safety for school children crossing Welsh Road West in order to access both Southam Primary School and Southam College. 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 zebra crossing is located on Welsh Road West, Southam. Welsh Road West is residential in nature with housing developments situated on both sides. Also situated on Welsh Road West is a popular leisure centre. It is subject to a 30mph speed limit with the benefit of traffic calming features.
- 2.2 The proposed site for the zebra crossing will be between the junctions of St James Road and Springs Crescent, opposite Southam Primary School as shown on the plan in the Appendix.
- 2.3 The need for a zebra crossing on Welsh Road West is to improve the safety for school children crossing the carriageway to both Southam Primary School and Southam College.
- 2.4 When considering the justification for a controlled crossing, standard criteria based on the numbers of vehicles and pedestrians using a location are calculated. This calculation is known as the PV² value and should be greater than 60%. In this location the PV² value equated to 64% and therefore fully meets the required criteria.

3.0 Objections

- 3.1 A formal consultation for the proposed zebra crossing was carried out between 18th January 2019 and 15th February 2019. Advertisements were placed in the Leamington Spa Courier newspaper, 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, one objection has been received relating to the proposed crossing.

3.2 Objections

3.2.1 Objection (1) Resident of Welsh Road West

- 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 site 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.

Response

- (i) The location of the proposed zebra crossing is as near to the desire line as it is possible to locate. Physical restraints i.e. driveways and junctions prevent the proposed zebra crossing being located any closer to the desire line.
- (ii) The provision of zig-zag markings in association with a zebra crossing do prohibit parking. This is to ensure that there is sufficient visibility to the crossing. In particular, a zebra crossing indicates a right of passage for a pedestrian by stepping into the carriageway. Clearly in these circumstances, a clear uninterrupted view of the crossing is essential for approaching drivers. Although the PV2 indicates that during school start and finish times significant numbers of pedestrians cross Welsh Road West, it also shows there are a number of pedestrians crossing at this location at other times of the day, albeit a significant reduced number.
- (iii) Traffic issues on those roads where schools are within close proximity to residential properties are a national problem. However, the provision of a zebra crossing may actually alleviate residents when leaving their properties, due to the break-up of traffic flow.
- (iv) The methodology used to determine the justification for the crossing is standard criteria used nationally. The survey recorded 3724 vehicles, and a total of 1076 pedestrians, of which 534 were children aged 16 or under. To determine the justification for a crossing a PV2 calculation is used, which in this case, showed a need for a zebra crossing.

- (v) The proposed crossing will benefit from advanced signing and flashing beacons, which will provide sufficient warning to drivers when approaching the proposed crossing. In addition, a Road Safety Audit will be conducted, prior to and after implementation, to ensure the safe operation of such a measure.
- (vi) Recruiting School Crossing Patrols (SCP) is a national problem, and although every effort has been made to recruit an SCP during the last 2 years, this has proven to be unsuccessful. The provision of the proposed zebra crossing will enable pedestrians to cross the carriageway at all times of the day and every day of the week, unlike an SCP, who is only present at school times.
- (vii) Although the existing raised table at the junction of Welsh Road West and St James Road does reduce vehicular speeds, pedestrians do not have the right of way, and therefore this feature does not provide a safe location to cross the carriageway.

4.0 Support

- 4.1 Both County Councillor Andy Crump and Southam Town Council fully support the installation of a zebra crossing at this location.

5.0 Financial Implications

- 5.1 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 2018/19 budget in 2018. This scheme will be fully funded from this budget at an approximate cost of £35,000

6.0 Conclusion

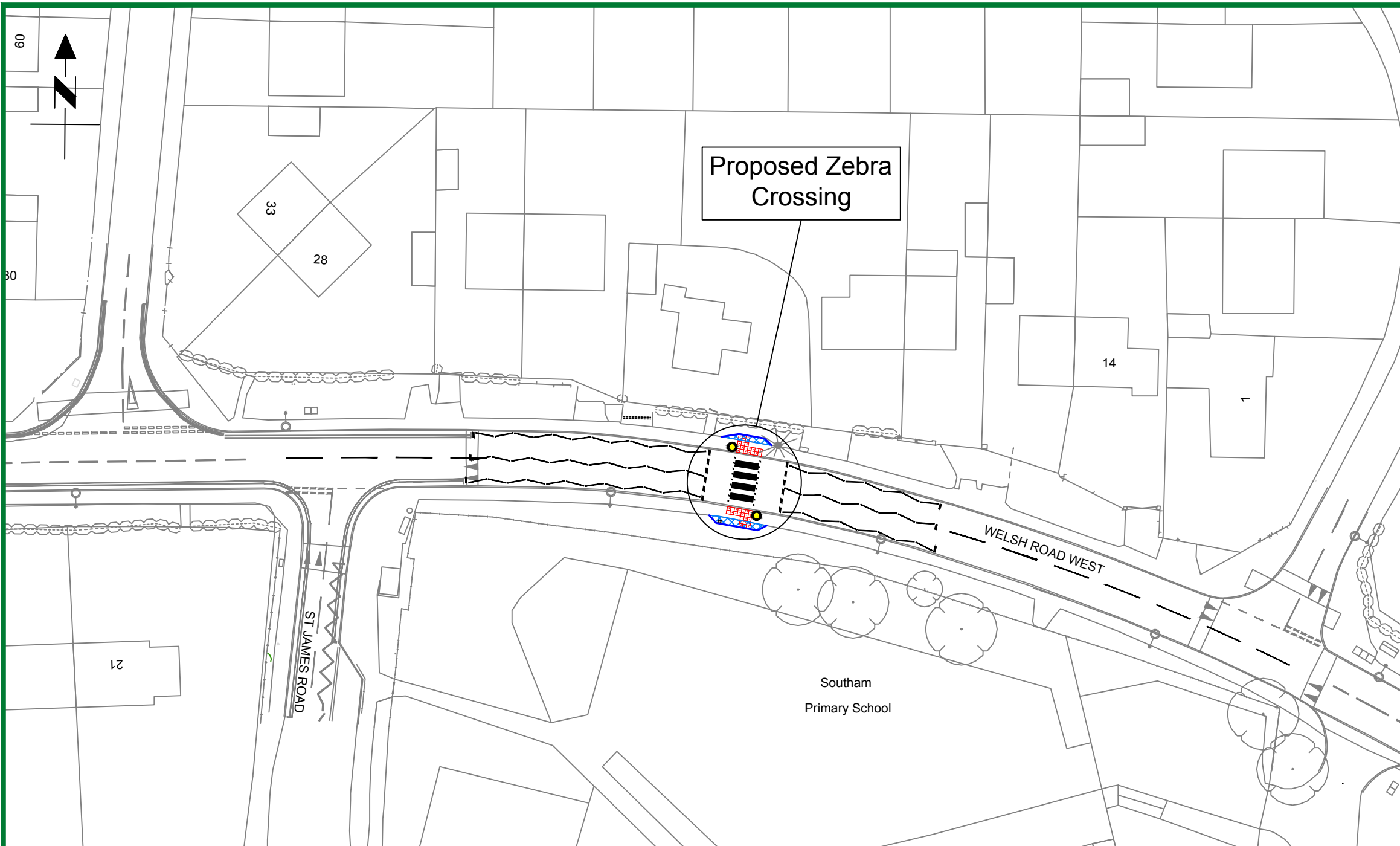
- 6.1 The proposed zebra crossing will not only benefit parents and pupils who cross to and from school, it will benefit the whole community throughout the day.
- 6.2 Pedestrian surveys have shown that over 1000 people cross this road during the day (between 7am and 7pm), of which over 500 are children. Zebra crossings contribute to an integrated pedestrian network and help reduce conflict between traffic and pedestrians, encouraging the feeling of pedestrian safety. These factors are important in the encouragement of walking within a community and the maintenance of a healthy weight environment.
- 6.3 The proposed zebra crossing will be constructed in accordance with LTN1/95 Assessment of Pedestrian Crossings, and the design complies with the Design Note 2/95 Design of Pedestrian Crossings, published by the Department for Transport.
- 6.4 It is recommended that the Portfolio Holder for Transport and Planning approves the installation of a zebra Crossing, funded by the School Safety Zones and Routes capital allocation.

Background papers

Email of Objection

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The report was circulated to the following member prior to publication:
Local Member: Cllr Andy Crump



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.

B	LM	Zig-Zags amended	15/01/19
A	LM	Title amended	14/01/19
REV	DRN	AMENDMENT	DATE



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PROJECT
 Welsh Road west near St James Road,
 Southam, Proposed Puffin Crossing

TITLE
 Safer Routes to School Scheme

Purpose of Drawing: Consultation

Drm	LM	Ck'd	GD	App'd	GD
Date	11-01-19	Date	15-01-19	Date	15-01-19

Status **Approved (Level 3)**

Scale **1:500** Sheet size **A3**

DRG. NO. **24.2---298-102** Rev. **B**

Key

	Zig-Zag markings
	Beacon
	Red Tactile Paving
	Electrical Feeder Pillar
	New footway on existing verge
Existing road markings shown grey	

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Frame V2.4