

- Health Authority Stratford Healthcare – supports the scheme.
- Police Warwickshire Police – no objections.
- Other Bodies/Individuals Stratford Town Council Consultative Meeting on 31st October 2006 agreed in principle to a crossing in Arden Street.
 Warwickshire Fire and Rescue Service – no objections.
 Ambulance Service - no response.
 Royal Mail - no response.
 Road Haulage Association - no response.
 Chamber of Trade - no response.
 AA and RAC - no response.
 Local residents – 1 support, 5 objections, 1 multi-signatory formal objection.

FINAL DECISION

YES/NO (If 'No' complete Suggested Next Steps)

SUGGESTED NEXT STEPS :

Details to be specified

- Further consideration by this Committee
- To Council
- To Cabinet
- To an O & S Committee
- To an Area Committee
- Further Consultation

Stratford-on-Avon Area Committee – 16th May 2007

Arden Street, Stratford-upon-Avon - Proposed Puffin Crossing

Report of the Strategic Director for Environment and Economy

Recommendation

That approval be given to the proposed Puffin Crossing in Arden Street, Stratford-upon-Avon as shown on Plan No. 9-2-A4390-6-02 (**Appendix A**).

1. Introduction

- 1.1 Stratford Health Care Limited have agreed under a Unilateral Agreement to finance the provision of a controlled pedestrian crossing (puffin) on Arden Street, Stratford-upon-Avon.
- 1.2 The Unilateral Undertaking Application form to enter into an agreement as part of Planning decision ref:04/01309/FUL giving permission to develop land at Stratford-upon-Avon General Hospital, Arden Street, Stratford-upon-Avon, Warwickshire, CV37 6NX, was signed on 21st July 2004.
- 1.3 The proposed works are planned to be carried out under a Section 278 Agreement. (Section 278 of the Highways Act provides for works funded by developers to be carried out on the existing public highway with the agreement of the Highway Authority).
- 1.4 This report seeks the approval of Committee to implement the crossing as shown in **Appendix A**.

2. Consultation

General

- 2.1 Councillor Mrs J Dill-Russell, the local County Councillor, and the Emergency Services were consulted in November 2006. No objections were received.

Local Residents

- 2.2 On the 12th November 2006 a consultation letter and drawing of the scheme was delivered to the local residents. Of the 84 residential properties consulted, five letters objecting to the scheme and one letter supporting the scheme were

received. Four of the objections related to the frontages of 21–25 Arden Street and the location of the pedestrian barrier.

2.3 Site Meeting

As a result of the concerns expressed by the residents of Arden Street, a site meeting was convened with a number of the residents, Councillor Mrs Dill-Russell and the Stratford on Avon District Councillor Mr Lloyd. The outcome of the meeting was to review the need for a pedestrian barrier and re-assess the location of the crossing in view of the objections.

3. Review of Scheme

Review of Pedestrian Barrier

- 3.1 A review of the design determined that a pedestrian barrier was not appropriate at this location and the barrier was deleted from the scheme. On the 4th December 2006 a revised scheme was issued to the residents who had expressed concern about the location of the barrier (see **Appendix A**).

Review of Location

- 3.2 On 1st February 2007 Council Officers from the Traffic Control team and Road Safety team jointly inspected the site to review a possible alternative location for the crossing to the south of Mansell Street.
- 3.3 On 20th February 2007 a pedestrian survey count was taken between the hours of 7am and 7pm. This showed that 70% of pedestrians crossed Arden Street to the north of Mansell Street and 30% to the south of Mansell Street, see **Appendices B and F**.
- 3.4 The joint site inspection and pedestrian count confirmed that the main pedestrian desire line crosses Arden Street immediately to the north of Mansell Street, see **Appendix B**. However, it is not possible to site a crossing at the location of the main pedestrian desire line due to the existing roads and accesses.
- 3.5 An alternative location to the south of Mansell Street was considered and is shown in **Appendix C**. It was found that this was still at a distance from the pedestrian desire line and too close to the adjacent Stratford Victoria Hotel vehicle access, a car park access and the junction with Mansell Street. A pedestrian crossing at this location would add another feature to an already congested area in terms of emerging vehicles and pedestrians, and the proximity of the Arden Street/Alcester Road traffic signal junction, in the southbound direction. It should also be noted that no footway is provided along the southernmost side of the access road to the Health Care Centre. It was considered that this was an unsuitable location for a crossing.
- 3.6 It was concluded that the crossing location as shown on plan number 9-2-A4390-6-02 (**Appendix A**) was the closest practical location to the main pedestrian desire line.

4. Results of Consultation

4.1 **Councillor Mrs J Dill-Russell** – supports this scheme.

4.2 **Stratford-upon-Avon Town Council** – has been consulted and supports the scheme in principle but expressed concerns about the type of crossing to be installed. These concerns have since been addressed and this latest type of puffin crossing has been installed and is operating successfully at various locations in Stratford-upon-Avon Town centre.

4.3 **Warwickshire Police** – have been consulted and have no objections to the proposal.

4.4 **Warwickshire Fire and Rescue and Ambulance Service** - have been consulted and have no objections to the proposal.

4.5 **Residents** – The results of the consultation are summarised as follows:-

- (i) One letter of support.
- (ii) One letter of objection which has been resolved.
- (iii) Four letters of objection where there are issues which have not been resolved. These residents also submitted a multi signature objection which was signed on behalf of six residents living in four properties.

4.6 Objections

- (i) **Objection 1** – The puffin crossing is incorrectly sited, does not take account of all accesses and will not be used as most pedestrians do not cross Arden Street at this point.

Response – A number of criteria have to be met when choosing where to site a pedestrian crossing, including the proximity of junctions, the presence of private drives and the need for adequate visibility for approaching traffic. All of these factors have been taken into account (refer to paragraph 3.2 above). The main pedestrian desire line is just north of the junction with Mansell Street and the proposed location is as close to that desire line as is practically possible. It is anticipated that whilst some pedestrians may chose not to use the crossing, a substantial proportion will chose this safer route, particularly the disabled wheelchair users, and parents with young children.

- (ii) **Objection 2** – The installation of a puffin crossing would increase the hazards at the junctions of Arden Street with Foundry Court, the car park entrances and the junction with Mansell Street.

Response – The puffin crossing has been designed to the required technical standards. A formal Road Safety Audit (RSA 1265) has been carried out and no departures from standards were recorded.

- (iii) **Objection 3** - The crossing will hinder traffic flow and cause unacceptable traffic delay.

Response – One of the purposes of the crossing is to create breaks in the traffic movement to allow pedestrians to safely cross the road. Puffin crossings are fitted with pedestrian detectors which automatically control the red and green phases. The timing of phases are in accordance with the Department for Transport traffic advisory leaflet 5/05. The crossing is located sufficiently remote from the junctions with Birmingham Road and Alcester Road to avoid unacceptable delays.

- (iv) **Objection 4** – The traffic light pole will restrict the pavement use.

Response – The footpath width is 1750mm at the location of the crossing and with the proposed location of the pole will give a clear distance of 1100mm for pedestrians. This satisfies the standard set out in the Department of Transport guide “Inclusive Mobility Guide to Best Practice on Access to Pedestrian and Transport Infrastructure” section 3.1 which states:-

“The absolute minimum where there is an obstacle, should be 1000mm clear space”

- (v) **Objection 5** – The properties alongside the crossing will be adversely affected by noise, vibration, smell, fumes, smoke, artificial light and discharge of fine airborne particles.

Response – The audible signal is provided as a facility to assist visually impaired people and will be active from 7am to 9pm only. The volume will be set with consideration to surrounding properties. The light emission is low level and in accordance with the guidelines set out for puffin crossings in urban areas (LTN 2/95) “The Design of Pedestrian Crossings”. It is inevitable that there will be a slight increase in the noise level from vehicles stopping and waiting at the crossing compared to free flowing traffic. However, this will only occur when pedestrians use the crossing. The Puffin crossing includes a pedestrian detector which ensures that the red light changes back to green for vehicles as soon as the last pedestrian has crossed the road, which results in a significant reduction in delay time for waiting vehicles.

- (vi) **Objection 6** – Access for parking by disabled users on the frontage of Number 21 will be prevented.

Response – Arden Street is a double yellow line zone. Although a disabled blue badge holder may park on double yellow lines, this is restricted to 3 hours providing they do not cause an obstruction. Blue badge holders may not park on the footway unless there is an exemption indicated by signs and white lines. There are no disabled parking bays as on-street parking would cause severe traffic delays and a visibility hazard for vehicles exiting Foundry Court. There are no dropped kerbs to allow

vehicle access to the frontages of 21 – 25 Arden Street. The provision of a puffin crossing and zig-zag lines will not change the existing situation.

- (vii) **Objection 7** – The presence of the crossing will prevent deliveries, drop offs and furniture removal/delivery.

Response - For road safety reasons, parking including drop offs is not allowed in the zig-zag zone, as any parked vehicles would interfere with the drivers visibility of the crossing. Deliveries, drop offs and furniture removal/delivery will not be prevented, however, the vehicle would have to be located outside the extent of the zig-zag lines either side of the crossing. It is noted that due to the width of Arden Street, and the high volume of traffic, removal and/or delivery vehicles are already restricted to very short unloading times to avoid causing a serious obstruction to the highway.

- (viii) **Objection 8** – The crossing will preclude off loading of deliveries to the shop and offices at number 22 Arden Street and make their continued use untenable.

Response – see response to **Objection 7**.

5. Summary

- 5.1 Arden Street is a difficult road for pedestrians to cross as the traffic flow does not provide a gap in both streams very often. The development of Stratford-upon-Avon General Hospital will increase the number of pedestrians and wheelchair users who at present have no provision for crossing Arden Street.
- 5.2 The provision of a puffin crossing will provide a safe crossing point for pedestrians, wheelchair and pushchair users as it is close to the ramped access to the car park.
- 5.3 The pattern of pedestrian movements, proves that the proposed location is as close to the desire line as practically possible in consideration of the various junctions and accesses along Arden Street.
- 5.4 The proposed crossing zig-zag zone will prevent parking, loading and unloading. This is designed to ensure the safe use of the crossing, for both vehicles and pedestrians. The loss of parking facility to the residents is minimal as it is already a double yellow zone and vehicles parking or attempting to load or unload at the frontages of 21-25 Arden Street would currently cause a hazard and a delay to traffic.

6. Appendices

Appendix A – Proposed Puffin Crossing Location.

Appendix B – Proposed Puffin Crossing.

Appendix C – Rejected Location of Puffin Crossing.

Appendix D – List of Private Addresses Consulted.

Appendix E – Pedestrian Count.

Appendix F – Location of Traffic Count.

JOHN DEEGAN

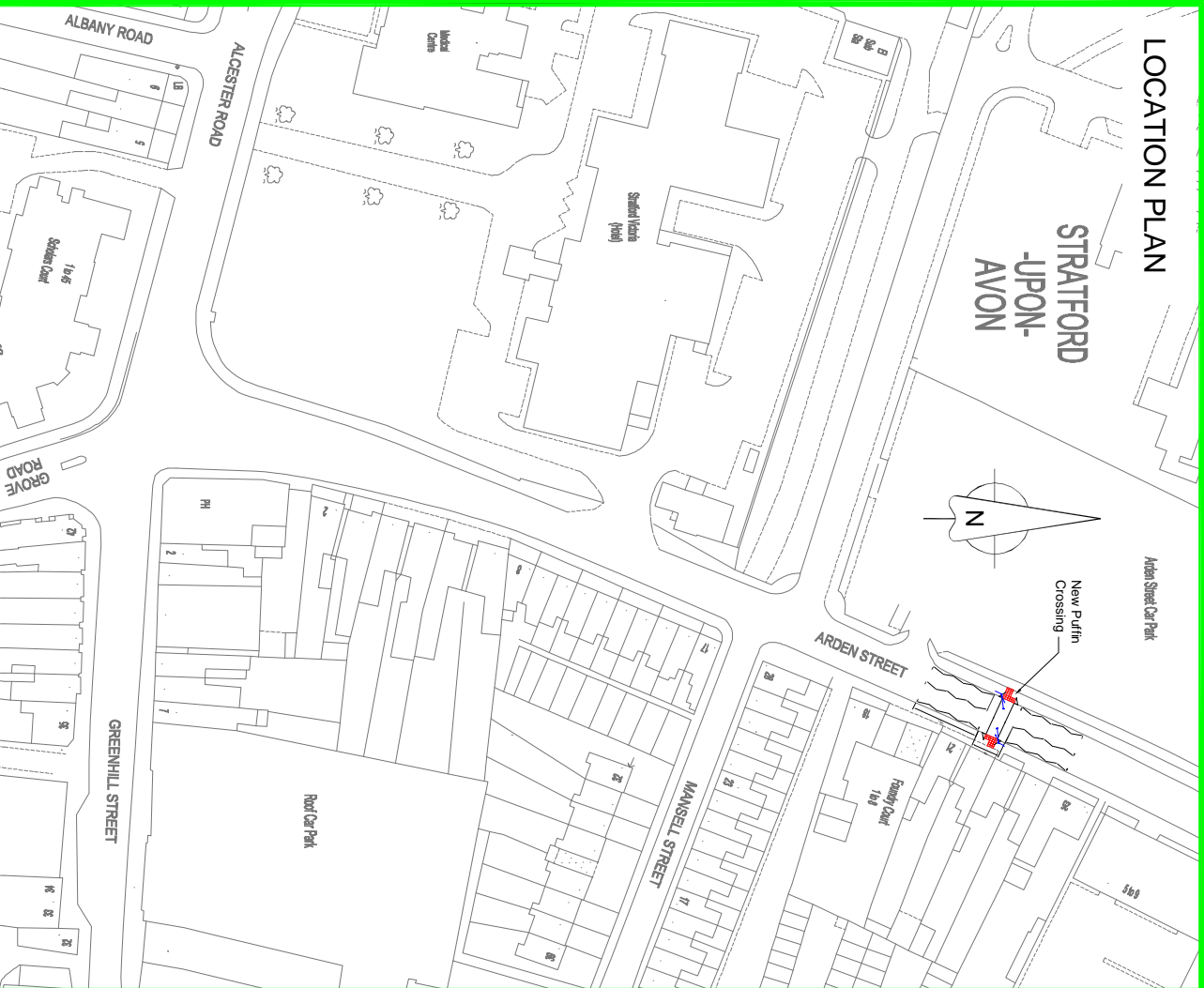
Strategic Director for Environment and Economy

Shire Hall

Warwick

4th May 2007

LOCATION PLAN



PUFFIN CROSSING DETAILS



Scale: ANOT TO SCALE

Ref. No.

Drawn: RJB

Checked: JM

QA Form 19
02/96

Stratford Area Committee: 16 May 2007

Plan No.: 9 - 2 - A4390 - 6 - 02

Subject:

Arden Street, Stratford on Avon - Proposed Puffin Crossing Location

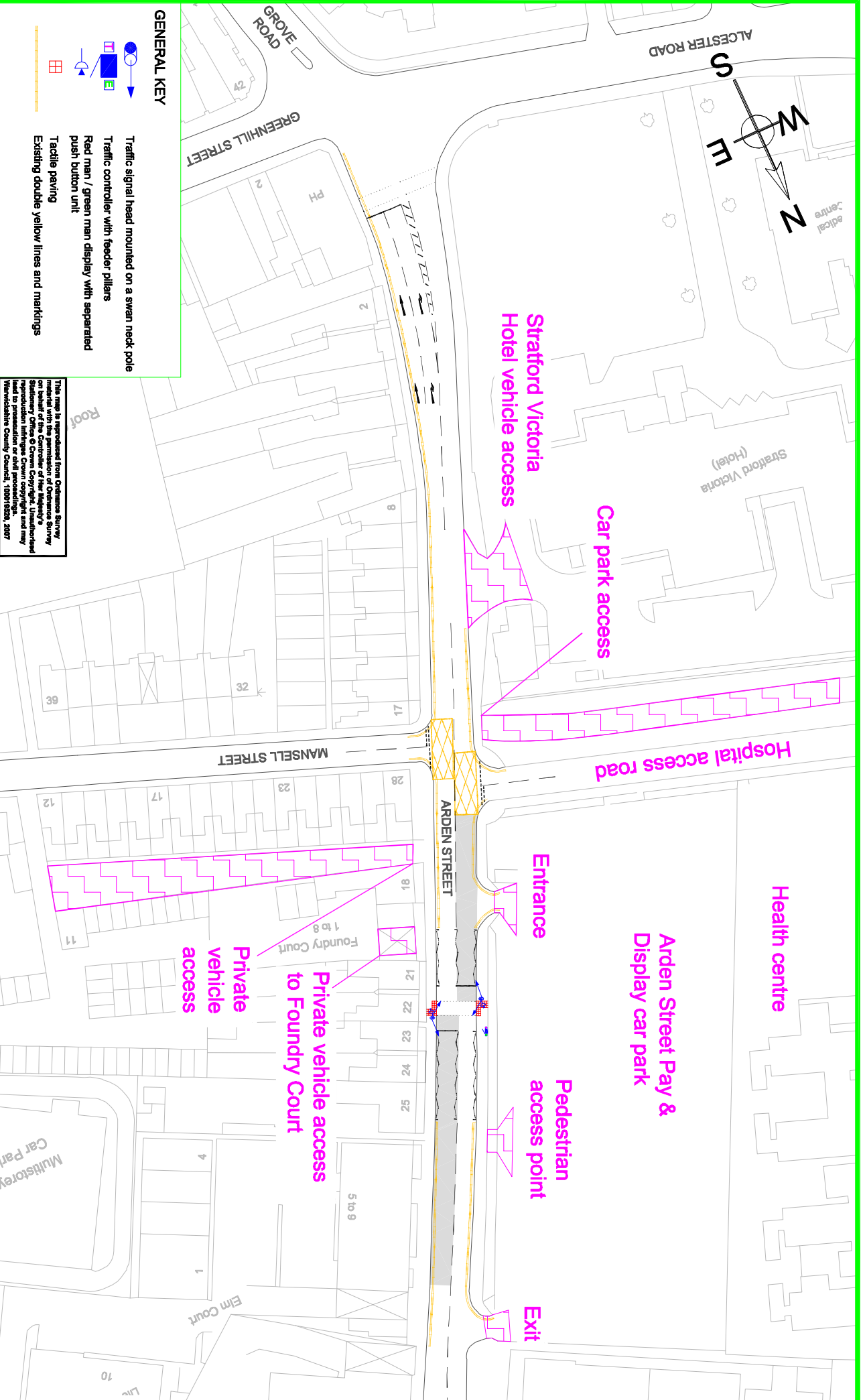
Appendix A

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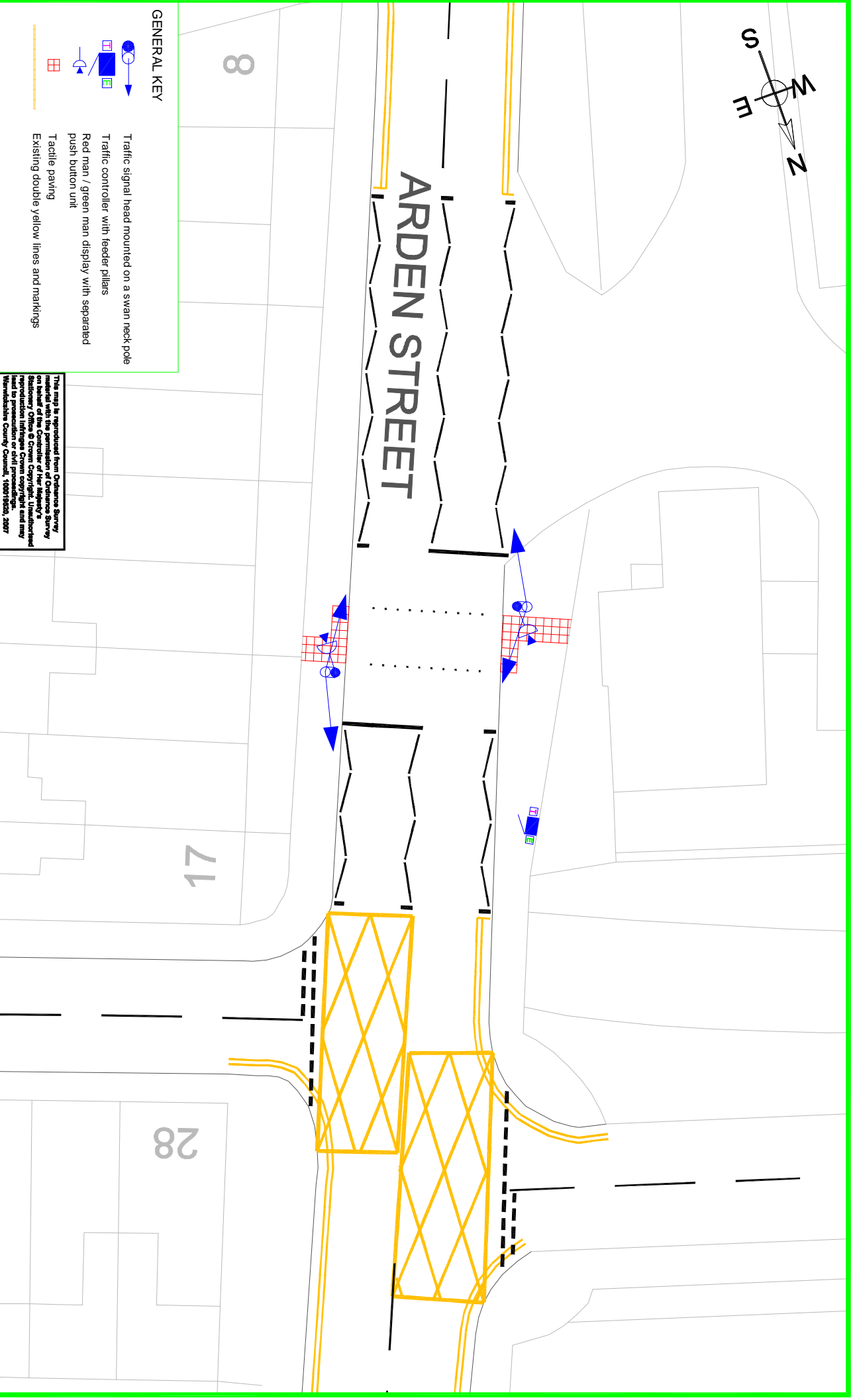
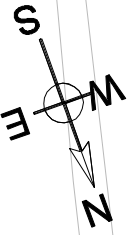
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 Checked: GD
 QA Form 19 02/96

Stratford Area Committee: 16 May 2007
 Plan No.: SIG / 295 / A / A4 1000

Subject: Arden Street, Stratford on Avon - Proposed Puffin Crossing
 Appendix B

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GENERAL KEY

- Traffic signal head mounted on a swan neck pole
- Traffic controller with feeder pillars
- Red man / green man display with separated push button unit
- Tactile paving
- Existing double yellow lines and markings

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Stratford Area Committee: 16 May 2007

Subject: Arden Street, Stratford on Avon, Rejected Location of Puffin Crossing **Appendix C**



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Stratford Area Committee – 16th May 2007

**Arden Street, Stratford-upon-Avon –
Proposed Puffin Crossing**

LIST OF PRIVATE ADDRESSES CONSULTED

- 1 – 28 Arden Street
- Victoria Hotel
- 1 – 8 Foundry Court
- 1 – 4 Elm Court
- 1 – 43 Mansell Street

Appendix E of Agenda No

Stratford on Avon Area Committee - 16th May 2007

Arden Street, Stratford-upon-Avon - Proposed Puffin Crossing

PEDESTRIAN COUNT

PEDESTRIAN COUNT - LOCATION A

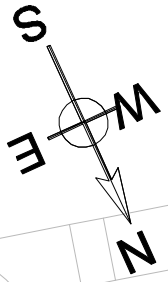
ROAD NO.: A4390
 LOCATION: Arden Street, Stratford
 MOVEMENT: Crossing between Mansell Street and Car Park Entrance (see Appendix F)
 DATE: Tuesday 20 February 2007
 OSGR: 419787/255179
 TRAF COUNT: A4390001040
 WEATHER: Dry

TIME	CHILD 0-4	CHILD 5-11	CHILD 12-16	ADULT 17-64	ADULT + PRAM	ELDERLY 65+	DISABLED PERSONS	TOTAL CHILD	TOTAL ADULT	TOTAL
12 HOUR (0700-1900)	0	12	20	704	12	70	1	32	787	819

PEDESTRIAN COUNT - LOCATION B

ROAD NO.: A4390
 LOCATION: Arden Street, Stratford
 MOVEMENT: Crossing between Mansell Street and Hotel Car Park Entrance (see Appendix F)
 DATE: Tuesday 20 February 2007
 OSGR: 419765/255125
 TRAF COUNT: A4390001040
 WEATHER: Dry

TIME	CHILD 0-4	CHILD 5-11	CHILD 12-16	ADULT 17-64	ADULT + PRAM	ELDERLY 65+	DISABLED PERSONS	TOTAL CHILD	TOTAL ADULT	TOTAL
12 HOUR (0700-1900)	2	6	19	270	4	45	1	27	320	347



Hotel Entrance

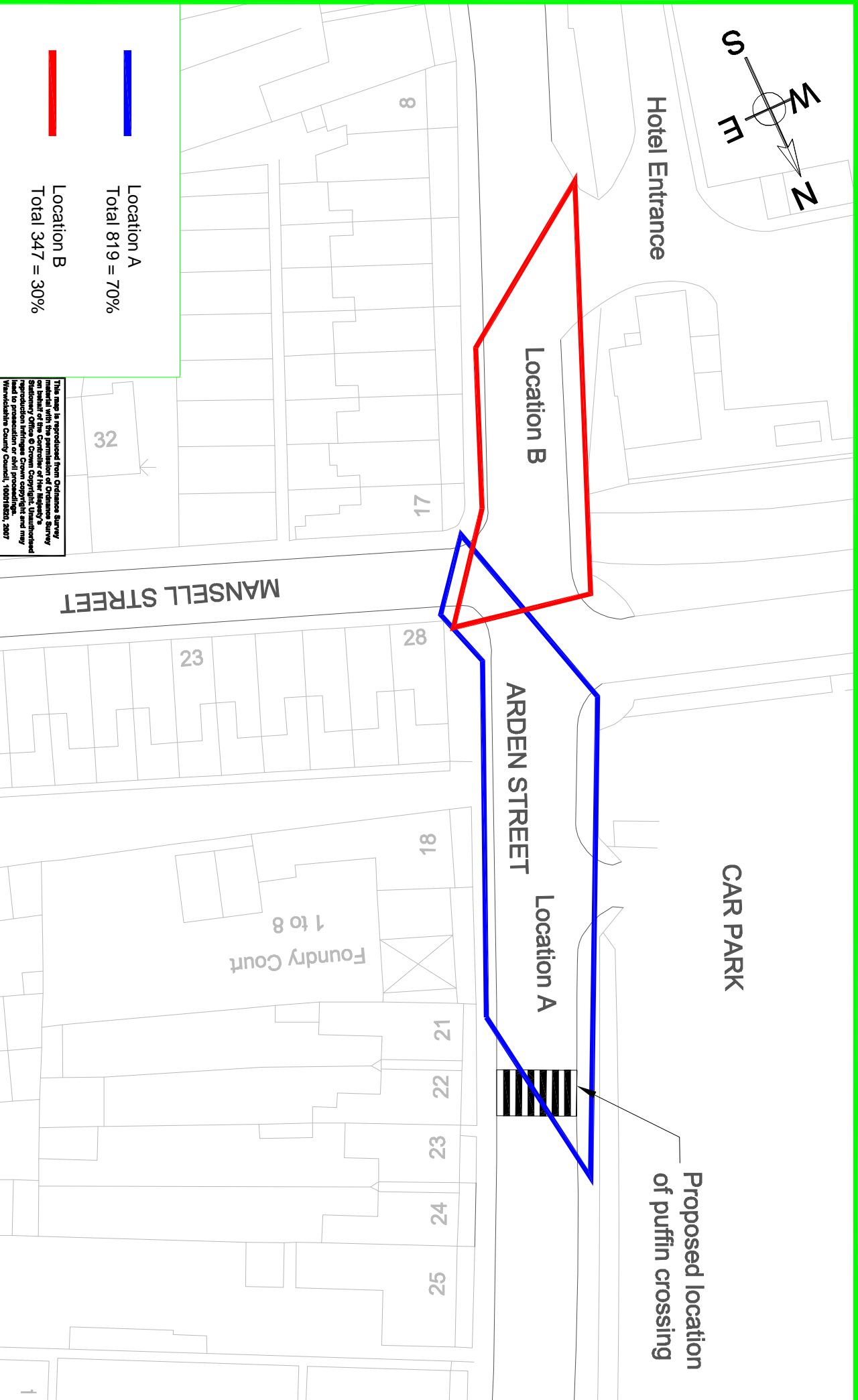
Location B

ARDEN STREET

Location A

CAR PARK

Proposed location of puffin crossing



Location A
Total 819 = 70%

Location B
Total 347 = 30%

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Stratford Area Committee: 16 May 2007 Plan No.: 9 - 2 - A4390 - 6 - 03

Subject: Arden Street, Stratford on Avon - Location of Traffic Count Appendix F

0mm 50mm This plot was produced from a digital source so may not be at true scale. It is the recipient's responsibility to confirm its accuracy.

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