Portfolio Holder Decisions

Date: Friday, 18 October 2019

Items on the agenda: -

Proposed Decision to be Made by the Deputy Leader (Finance and Property) on or after 18 October 2019

Addition of two Developer-funded Highway Schemes to the Capital Programme

Recommendation

That the Deputy Leader (Finance and Property) gives approval to add the following schemes to the Capital Programme:

- Provision of new bus stops on Campden Road (B4035) in Shipston-on-Stour, at an approximate cost of £38,000 fully funded from a developer contribution; and
- Improvements to bus stops on junction of Mancetter Road and Camp Hill Road in Nuneaton, at an approximate cost of £16,000 fully funded from a developer contribution.

1.0 Key Issues

1.1 On 15 May 2018, the Council reconfirmed the delegated power to the Leader, or body nominated by them, to approve the addition to the Capital Programme of schemes costing less than £2.0million, which are funded from external grants, developer contributions or from revenue. The Portfolio Holder for Finance and Property is that nominated body.

1.2 The provision and enhancement of bus stops in Shipston-on-Stour and Nuneaton will be fully funded by an applicable Section 106 developer contribution discharged to the County Council, which has been received. The addition of these schemes to the Capital Programme will not affect the overall level of capital resources available to the County Council.

2.0 Further Details about the Funding and the Schemes

2.1 <u>Provision of New Bus Stops on Campden Road in Shipston-on-Stour</u>
A planning application was submitted to Stratford-on-Avon District Council in relation to the former IMI Norgren Site on Campden Road in Shipston-on-Stour. Planning permission was granted on 14 October 2016 (Planning Application No. 16/01002/FUL) and this requires the Developer to make a Bus Stop Contribution of £38k to the County Council upon occupation of the first dwelling. The funding is earmarked towards providing bus stops on Campden Road to serve the new development.

2.2 <u>Improvements to Bus Stops on the Junction of Mancetter Road and Camp Hill Road in Nuneaton</u>
A planning application was submitted to Nuneaton and Bedworth Borough Council relating to Land at the Former Reservoir Site on Mancetter Road in Nuneaton. Planning permission was granted on 19 December 2018 (Planning

Application No. 035448) and this requires the Developer to make a Highway Improvements Contribution of £16k to the County Council prior to the first occupation of the dwellings. The funding is earmarked towards delivering improvements to the bus stops on the junction of Mancetter Road and Camp Hill Road, which shall include raised kerbs, bus stop poles and bus stop clearway box markings.

3.0 Financial Implications

3.1 The schemes described above are fully funded by Section 106 developer contributions which are ring-fenced for the works described. The Council is therefore unable to utilise the funding on any alternative schemes and the addition of these schemes to the capital programme will not affect the overall level of available capital resources. The works are expected to start and finish within the 2019-20 financial year. However, the commencement of the works is dependent on the contractor mobilisation processes and may slip. Any slippage will be reported in the normal quarterly monitoring process.

4.0 Timescales associated with the decision and next steps

4.1 Subject to the recommendation being agreed, it is anticipated that each scheme will be completed within the 2019-20 financial year.

Background papers

None

	Name	Contact Information
Report Author	Nigel Whyte	nigelwhyte@warwickshire.gov.uk Tel: 01926 412179
Assistant Director	David Ayton-Hill	davidayton-hill@warwickshire.gov.uk Tel: 01926 418603
Strategic Director	Mark Ryder	markryder@warwickshire.gov.uk Tel: 01926 412811
Deputy Leader (Finance and Property)	Cllr Peter Butlin	cllrbutlin@warwickshire.gov.uk Tel: 01788 816488

The report was circulated to the following members prior to publication:

Local Member(s): Cllr Jo Barker (Shipston)
Cllr Corinne Davis (Camp Hill)

Other members: Councillors Roodhouse, Singh Birdi, Warwick, O'Rourke, Butlin, Chattaway and Boad.

Decision Record – Addition of two Developer-funded Highway Schemes to the Capital Programme

Cabinet Portfolio Holder taking the decision	Councillor Peter Butlin Deputy Leader (Finance & Property)
Date of Decision (not before 18 October 2019)	14 NOV 2019
	P D Butlin

Decision Taken

That the Deputy Leader (Finance and Property) gives approval to add the following schemes to the Capital Programme:

- Provision of new bus stops on Campden Road (B4035) in Shipston-on-Stour, at an approximate cost of £38,000 fully funded from a developer contribution; and
- Improvements to bus stops on junction of Mancetter Road and Camp Hill Road in Nuneaton, at an approximate cost of £16,000 fully funded from a developer contribution.

Reasons for Decisions

Additions to the Capital Programme of less than £2m require the approval of the Portfolio Holder for Finance.

Background Information

Provision of New Bus Stops on Campden Road in Shipston-on-Stour

A planning application was submitted to Stratford-on-Avon District Council in relation to the former IMI Norgren Site on Campden Road in Shipston-on-Stour. Planning permission was granted on 14 October 2016 (Planning Application No. 16/01002/FUL) and this requires the Developer to make a Bus Stop Contribution of £38k to the County Council upon occupation of the first dwelling. The funding is earmarked towards providing bus stops on Campden Road to serve the new development.

Improvements to Bus Stops on the Junction of Mancetter Road and Camp Hill Road in Nuneaton

A planning application was submitted to Nuneaton and Bedworth Borough Council relating to Land at the Former Reservoir Site on Mancetter Road in Nuneaton. Planning permission was granted on 19 December 2018 (Planning Application No. 035448) and this requires the Developer to make a Highway Improvements Contribution of £16k to the County Council prior to the first occupation of the dwellings. The funding is earmarked towards delivering improvements to the bus stops on the junction of Mancetter Road and Camp Hill Road, which shall include raised kerbs, bus stop poles and bus stop clearway box markings.

Financial Implications

The schemes described above are fully funded by Section 106 developer contributions which are ring-fenced for the works described. The Council is therefore unable to utilise the funding on any alternative schemes and the addition of these schemes to the capital programme will not affect the overall level of available capital resources. The works are expected to start and

finish within the 2019-20 financial year. However, the commencement of the works is dependent on the contractor mobilisation processes and may slip. Any slippage will be reported in the normal quarterly monitoring process.

Report Author	Nigel Whyte
Assistant Director	David Ayton-Hill
Strategic Director	Mark Ryder
Portfolio Holder	Councillor Peter Butlin

Checklist

Urgent matter?	No
Confidential or Exempt? (State the category of exempt information)	No
Is the decision contrary to the budget and policy framework?	No

List of Reports considered

Link to published proposed decision report:

https://democratic.warwickshire.gov.uk/cmis5/Calendarofmeetings/tabid/73/ctl/ViewMeetingPublic/mid/410/Meeting/4673/Committee/586/Default.aspx

List of Background Papers

None

Members and officers consulted or informed

Portfolio Holder – Councillor Peter Butlin
Corporate Board
Legal – Jane Pollard
Finance – Virginia Rennie
Equality – Keira Rounsley
Democratic Services – Paul Williams

Local Member(s): Cllr Jo Barker (Shipston)
Cllr Corinne Davis (Camp Hill)

Other members: Councillors Roodhouse, Singh Birdi, Warwick, O'Rourke, Butlin, Chattaway and Boad.

Decision Record – Various Developer-funded Scheme Approvals

Cabinet Portfolio Holder taking the decision	Councillor Peter Butlin Deputy Leader (Finance & Property)
Date of Decision (not before 18 October 2019)	14 NOV 2019

Decision Taken

That the Deputy Leader (Finance and Property) gives approval to the addition of the following two schemes to the Capital Programme for 2019/2020 and authorises the Strategic Director for Communities to procure the construction contracts for the schemes and to enter into such contracts on terms and conditions acceptable to the Strategic Director for Resources subject to the applicable Section 278 Agreements with the Developers being signed which will provide for 100% of the funding:

- A4177 Birmingham Road, Hatton. Developer – Taylor Wimpey. Approxinate value £600k
- A423 Southam By-pass, Southam. Developer – Taylor Wimpey. Approximate value £1.8m

Reasons for Decisions

Additions to the Capital Programme of less than £2m must be approved by the Portfolio Holder for Finance.

Background Information

A4177 Birmingham Road, Hatton

A planning application was submitted to Warwick District Council by Taylor Wimpey in respect of a residential development on land at Birmingham Road, Hatton. Planning permission is pending (ref: W/19/0933). The planning application includes a proposed ghost right turn lane to create an access to the site.

With this agreement to add this scheme to the Capital Programme being agreed at an estimated cost of **£600,000** (to include fees and works), the technical review of the scheme design is expected to commence within the 2019/2020 financial year and the works will be procured in a future financial year once the technical review is complete to the County Council's satisfaction. The County Council will enter into a Section 278 agreement with the Developer to undertake the works and under the agreement all the costs and fees will be fully funded by the Developer.

A423 Southam By-pass, Southam

A planning application was submitted to Stratford-on-Avon District Council by Orbit Homes for the erection of up to 535 dwellings on land between Daventry Road and Welsh Road East, Southam. Planning permission was granted on appeal on 16 December 2016 (ref: 15/04473/OUT) and this required the Developer to construct an access from Daventry Road prior to first occupation and to have submitted plans for improvement works at A423 Southam Road / A425 Daventry Road and at A423 Southam Road / A425 Leamington Road, both of which need to be implemented before 50% of the dwellings are occupied. The Daventry Road access works have now been completed.

The implementation of new pedestrian crossing facilities as part of this scheme is subject to separate statutory notice and consultation procedure and any representations will be reported to the Portfolio Holder for Transport and Planning.

With this approval to add this scheme to the Capital Programme being agreed at an estimated cost of **£1,800,000** the technical review of the scheme design is expected to commence within the 2019/2020 financial year and the works will be procured in a future financial year once the technical review is complete to the County Council's satisfaction. The County Council will enter into a Section 278 agreement with the Developer to undertake the works and under the agreement all the costs and fees will be fully funded by the Developer.

With this approval to add this scheme to the capital programme, further approval is sought to procure the major contract for the scheme and to enter into such contract subject to the applicable Section 278 Agreement with the Developer being signed which will provide for 100% of the funding.

Financial Implications

Section 278 schemes are fully funded by developer contributions which are ring-fenced for the works described in the sections above. There are no alternative uses for the contributions and the addition of these schemes will not affect the overall level of available capital resources.

The financial years within which the technical review and works are expected to start are included in the sections above. However, the commencement of the works is dependent on the completion of the technical review, procurement and contractor mobilisation processes and may slip. Any slippage will be reported in the normal quarterly monitoring process.

Report Author	Tamalyn Goodwin
Assistant Director	David Ayton-Hill
Strategic Director	Mark Ryder
Portfolio Holder	Councillor Peter Butlin

Checklist

Urgent matter?	No
Confidential or Exempt?(State the category of exempt information)	No
Is the decision contrary to the budget and policy framework?	No

List of Reports considered

Link to published proposed decision report:
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List of Background Papers

None

Members and officers consulted or informed

Portfolio Holder Councillor Peter Butlin
Corporate Board
Legal – Jane Pollard
Finance – Virginia Rennie
Equality – Keira Rounsley
Democratic Services – Paul Williams

Local Member(s): Cllr Jo Barker (Shipston)
Cllr Corinne Davis (Camp Hill)

Other members: Councillors Roodhouse, Singh Birdi, Warwick, O'Rourke, Butlin, Chattaway and Boad.

Proposed Decision to be taken by the Deputy Leader (Finance and Property) on or after 18 October 2019

Approval to Tender for Waste Management Contract

Recommendation

That the Deputy Leader (Finance and Property) authorises the commencement of a procurement process and provides delegated authority for the Strategic Director for Communities to award the contract for reprocessing of mixed wood waste from the household waste recycling centres substantially as laid out in Section 2 and on terms and conditions acceptable to the Strategic Director for Resources.

1.0 Background

1.1 It is the responsibility of Warwickshire County Council, as the Waste Disposal Authority, to provide household waste recycling centres (HWRC) for members of the public. In 2018/19 the HWRCs handled in the region of 50,000 tonnes of municipal waste.

1.2 The Council manages 8 of the HWRCs in-house and has to have contracts in place for the re-use, recycling, recovery or disposal of waste materials brought to the site by the public and traders. Waste materials need to be managed in line with the waste hierarchy and in line with all appropriate legislation.

2.0 Wood Waste Contract

2.1 One of the waste materials the Council needs to have a reprocessing contract for is mixed waste wood, as this is one of the material streams brought to the site by the public and traders. The current contract expires in March 2020.

2.2 The initial contract term will be 2 years however the Authority reserves the right to extend the contract by further periods not exceeding 24 months.

2.3 Soft market testing with suppliers has been carried out to inform the structure of the new contract.

2.4 The Council will seek to procure a contract for the reprocessing of approximately 8000 tonnes of mixed wood waste so that it is recycled or recovered. The contract will not state a minimum or maximum tonnage.

2.5 If the Council were to landfill the mixed wood waste this would cost in the region of £865,000 per annum (£3,460,000 for four years).

2.6 The proposal is to have 2 Lots:

- Container provision, haulage and reprocessing of mixed wood waste from Warwickshire managed HWRCs.

- Reprocessing of mixed wood waste from Warwickshire managed HWRCs.

2.7 The lots will be used to assess whether it is more beneficial for the contractor to provide containers and/or haulage as part of the contract or whether this should be kept separate. Variant bids will also be accepted.

3.0 Financial Implications

3.1 The total cost of a four year contract for reprocessing, container hire and haulage based on existing costs is estimated to be in the region of £1,500,000.

3.2 The contract cost will be less if the container provision and haulage are kept separate.

4.0 Environmental Implications

4.1 When organic material such as wood is put into landfill, it is generally compacted down and covered. This removes the oxygen and causes it to break down in an anaerobic process. Eventually this releases methane, a greenhouse gas that is 25 times more potent than carbon dioxide.

4.2 The contract will ensure the mixed wood waste from the HWRCs continues to be recycled or recovered rather than landfilled.

5.0 Timescales associated with the decision and next steps

5.1 The proposed draft timetable for the procurement is shown below:

Activity	Date
Tender published	Tuesday 29th October 2019
Final date for clarification requests	Tuesday 19th November 2019
Deadline for receipt of completed tenders	Thursday 28th November 2019
Successful / unsuccessful applicants notified	Thursday 2nd January 2020
Contract award confirmed	Monday 13th January 2020
Contract commences	Wednesday 1st April 2020

Background papers

Environmental Impact Assessment

	Name	Contact Information
Report Author	Tamalyn Goodwin	tamalyngoodwin@warwickshire.gov.uk
Assistant Director, Communities	Dave Ayton Hill	davidayton-hill@warwickshire.gov.uk
Strategic Director for Communities	Mark Ryder	markryder@warwickshire.gov.uk
Deputy Leader and Portfolio Holder for Finance and Property	Peter Butlin	cllrbutlin@warwickshire.gov.uk

The report was circulated to the following members prior to publication:

Local Member(s): N/A

Other members: Councillors Butlin, Warwick, Singh Birdi, O'Rourke, Boad, Roodhouse, Chattaway and Chilvers

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Decision Record – Approval to Tender for Waste Management Contract

Cabinet Portfolio Holder taking the decision	Councillor Peter Butlin Deputy Leader (Finance & Property)
Date of Decision (not before 18 October 2019)	14 NOV 2019

Decision Taken

That the Deputy Leader (Finance and Property) authorises the commencement of a procurement process and provides delegated authority for the Strategic Director for Communities to award the contract for reprocessing of mixed wood waste from the household waste recycling centres substantially as laid out in Section 2 and on terms and conditions acceptable to the Strategic Director for Resources.

Reasons for Decisions

Procurement exercises such as this require the approval of the Portfolio Holder for Finance.

Background Information

It is the responsibility of Warwickshire County Council, as the Waste Disposal Authority, to provide household waste recycling centres (HWRC) for members of the public. In 2018/19 the HWRCs handled in the region of 50,000 tonnes of municipal waste.

The Council manages 8 of the HWRCs in-house and has to have contracts in place for the re-use, recycling, recovery or disposal of waste materials brought to the site by the public and traders. Waste materials need to be managed in line with the waste hierarchy and in line with all appropriate legislation.

One of the waste materials the Council needs to have a reprocessing contract for is mixed waste wood, as this is one of the material streams brought to the site by the public and traders. The current contract expires in March 2020.

The initial contract term will be 2 years however the Authority reserves the right to extend the contract by further periods not exceeding 24 months.

Soft market testing with suppliers has been carried out to inform the structure of the new contract.

The Council will seek to procure a contract for the reprocessing of approximately 8000 tonnes of mixed wood waste so that it is recycled or recovered. The contract will not state a minimum or maximum tonnage.

If the Council were to landfill the mixed wood waste this would cost in the region of £865,000 per annum (£3,460,000 for four years).

The proposal is to have 2 Lots:

- Container provision, haulage and reprocessing of mixed wood waste from Warwickshire managed HWRCs.
- Reprocessing of mixed wood waste from Warwickshire managed HWRCs.

The lots will be used to assess whether it is more beneficial for the contractor to provide containers and/or haulage as part of the contract or whether this should be kept separate. Variant bids will also be accepted.

Financial Implications

The total cost of a four-year contract for reprocessing, container hire and haulage based on existing costs is estimated to be in the region of £1,500,000.

The contract cost will be less if the container provision and haulage are kept separate.

Report Author	Tamalyn Goodwin
Assistant Director	David Ayton-Hill
Strategic Director	Mark Ryder
Portfolio Holder	Councillor Peter Butlin

Checklist

Urgent matter?	No
Confidential or Exempt?(State the category of exempt information)	No
Is the decision contrary to the budget and policy framework?	No

List of Reports considered

Link to published proposed decision report:
https://democratic.warwickshire.gov.uk/cmis5/Calendarofmeetings/tabid/73/ctl/ViewMeetingPublic/mid/410/Meeting/4673/Committee/586/Default.aspx

List of Background Papers

None

Members and officers consulted or informed

Portfolio Holder – Councillor Peter Butlin
Corporate Board
Legal – Jane Pollard
Finance – Virginia Rennie
Equality – Keira Rounsley
Democratic Services – Paul Williams

Local Member(s): Cllr Jo Barker (Shipston)
Cllr Corinne Davis (Camp Hill)

Other members: Councillors Roodhouse, Singh Birdi, Warwick, O'Rourke, Butlin, Chattaway and Boad.

Proposed Decision to be made by the Portfolio Holder for Children's Services on or after 18 October 2019

Parent Carer Assessment Review

Recommendation

That the Portfolio Holder for Children's Services authorises the undertaking of a consultation exercise on the process, procedure and outcomes for Parent Carer Assessments.

1.0 Key Issues

1.1 It is time to update the Parent Carer Assessment (PCA) so that it reflects the current challenges and needs of parents. Warwickshire County Council has a statutory obligation to complete a PCA on request from any parent. The mechanism of how an assessment is undertaken and the outcomes it achieves are within the LA remit to decide.

1.2 The current assessment form has been in operation for a number of years and a formal process/procedure was never designed but evolved on a reactive basis depending upon the request. The process in place has never been reviewed or scrutinised in line with changes to practice and parental needs. There is no transparent guidance for parent carers or practitioners to follow.

1.3 Currently, requests for a PCA become an assessment of the child on the basis that they are processed through MASH. This results in a lengthy and intrusive assessment process when the need for social care has not necessarily been requested. For mainstream social care cases, if an assessment of the child results in no further action, the parent carer needs may become lost in the system on the basis that the large majority of these cases are closed.

1.4 Alignment with the adult social care process would alleviate issues when it is time for the transition into adult social care.

1.5 The current assessment form was written in partnership with parent carers, which is positive co-production, but is a self-reporting document and very subjective. The form allows for limited discussion of the responses given.

1.6 The current way of scoring the assessment, which is linked to the comment above regarding self-reporting etc., means that anyone who has a parent carer assessment will score positively. The current scoring process has no guidance which allows the practitioner to determine a suitable score based on presenting evidence. Furthermore, the background to how the scores were agreed is unclear.

1.7 The only outcome currently for Parent Carer Assessment is a financial payment in the form of a direct payment. The current outcomes are based on the number of points scored, the higher the points the more money the parent carer receives.

1.8 There is currently no guidance on what the money can be used for and therefore across Warwickshire there is no consistency. Some parent carers use the money to purchase support services, others use it to access community activities and some do not use the money at all and it simply accumulates in their direct payment account.

1.9 The current process for review of a parent carer assessment is not consistent. The expectation is that the reviews will take place every 6 months, however, most parent care assessments are never reviewed and therefore the parent continues to receive money regardless of outcomes being met or using the money at all.

1.10 Engagement work has taken place with Warwickshire Parent Carer Forum and SENDIAS. There is an appetite for change regarding the assessment process.

1.11 The guidance is not clear for parents on how to access, where to access and the process that the application will follow. There is a lack of information for parents to access in the public domain provided by Warwickshire. In addition, parents repeatedly tell their story to several different members of staff and this acts as a barrier for parents to make applications for the assessment.

2.0 Proposal

2.1 Provide a clear explanation of the pathway that parents can expect when requesting a PCA. This will ensure that outcomes are meaningful and appropriate. This will be available on the Warwickshire web pages for parents to access easily and set appropriate expectations for their customer journey.

2.2 Seek to provide a streamlined pathway for parents to request an assessment to ensure that they are directed to the right people at the right time who can assist them in their request.

2.3 Ensure Practitioners are equipped with the knowledge and understanding of the parent carer assessment process to ensure that applications are completed, processed and concluded within an appropriate and acceptable time frame following set policies and procedures.

2.4 The redesigned assessment will adopt a strengths based/restorative practice approach to reflect the model that Warwickshire Children's and adults social care have adopted.

2.5 Guidance, policies and procedures will be delivered to ensure that the process is consistent and transparent across the county and between practitioners.

2.6 Complete a full review of the document (in collaboration with the Parent Carer Forum) that is used to gather information for the assessment. This will ensure that there is consistency in the approach moving away from a self-reporting process to one that is based on professional opinion and evidence.

2.7 Complete a full review of the evaluation and scoring matrix of the assessment to ensure consistent and transparent outcomes are achieved that are fit for purpose.

2.8 We will look to align the parent carer assessment process with adult carers assessment process where reasonable and practical to do so.

2.9 If a parent carer assessment is requested by an eligible individual it must be undertaken. It is the service offered that may differ and take the form of sign-posting in appropriate cases, where need is assessed to be low.

2.10 One-off payments will be considered as opposed to ongoing payments where a need is identified (similar to the adult process). For the purposes of ongoing payments, the frequency of reviews will be clarified and a process to undertake them will be defined and outcomes/decisions to be recorded on Mosaic. There is a risk that financial payments could increase due to greater awareness. However, the new process will address the issue of ongoing payments without review and will also signpost people to non-financial alternatives.

2.11 A facility will be built into Mosaic to enable reporting on the number of assessments undertaken, the outcomes and the value of the spend on PCA's. This will allow a clear understanding of the demand to ensure we are providing the correct level of support to carers

3.0 Consultation overview

3.1 We are seeking permission to consult on the Parent Carer Assessment between 11th November 2019 and 13th December 2019. Currently, we are engaging with representatives across the authority, including key partners from outside of the authority, to develop the new process in readiness to present a proposed option for comment throughout the consultation.

3.2 Consultation materials are currently in preparation as the proposed process is still being developed. These can be shared with the Portfolio Holder prior to the consultation being launched.

3.3 The consultation will engage with the public and key stakeholders in a number of ways:

a. Information and an online questionnaire will be publicly available on Warwickshire County Council's consultation and engagement hub, Ask Warwickshire.
b. Current recipients of the parent carer payments will be contacted by post to inform them of the consultation regarding the PCA.

c. Parent Carer Forum workshop
d. Meetings will be held with key stakeholders
e. We are exploring the feasibility of holding a drop-in event or events to support the consultation

3.4 Stakeholders include but are not limited to: Service users, general public, Family Information Service, SENCO's, Health, Associated external agencies, WCC staff, Short Breaks providers.

3.5 The Marketing and Communications team will support communications

3.6 The costs of the consultation will be covered within existing budgets.

4.0 Financial Implications

4.1 This report is primarily concerned with the processes and procedures for the assessments from both a customer/ client as well as practitioners points of view and their user experience. As noted in paragraph 2.9 there is a risk that financial payments could increase due to greater awareness. Current total forecasted expenditure for 2019/20 (before any changes) is in the region of £30,000 to £40,000. It is presumed there will be little or no additional pressure on the budget as a result of the outcomes of this paper. Any risks are mitigated by addressing the issue of ongoing payments without review and will also signpost people to non-financial alternatives as well as one-off payments as opposed to ongoing payments.

5.0 Timescales associated with the decision and next steps

The table below identifies the key milestones

Portfolio Holder Approval	18.10.19
Consultation period	5 Weeks
Mid-point review	27.11.19
Analysis of results and Consultation report (Insights Service)	16.12.19 - 03.01.2020
Corporate Board review	14.01.20
Overview and Scrutiny committee meeting	If required
Cabinet meeting	30.01.2020
Feedback to stakeholders	From 06.02.2020 onwards
Implementation date	01.04.2020

Background papers

None

	Name	Contact Information
Report Author	Matt Greenhalgh	mattgreenhalgh@warwickshire.gov.uk (01926) 413737
Assistant Director (Children & Families) Assistant Director (Education Services)	John Coleman Ian Budd	johncoleman@warwickshire.gov.uk (01926) 742577 ianbudd@warwickshire.gov.uk (01926) 742588
Strategic Director (People Directorate) Strategic Director (Communities Directorate)	Nigel Minns Mark Ryder	nigelminns@warwickshire.gov.uk (01926) 412665 markryder@warwickshire.gov.uk (01926) 412811
Portfolio Holder	Councillor Jeff Morgan	jeffmorgan@warwickshire.gov.uk

The report was circulated to the following members prior to publication:

Councillors Dahmash, Chattaway, Morgan, Roodhouse, Chilvers, Williams, Hayfield and C. Davies

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Decision Record – Parent Carer Assessment Review

Cabinet Portfolio Holder taking the decision	Councillor Jeff Morgan Children's Services
Date of Decision (not before 18 October 2019)	**04/11/2019**

Decision Taken
That the Portfolio Holder for Children's Services authorises the undertaking of a consultation exercise on the process, procedure and outcomes for Parent Carer Assessments

Reasons for Decisions
Before a consultation exercise can be undertaken the permission of the relevant Portfolio Holder must be obtained.

Background Information
It is time to update the Parent Carer Assessment (PCA) so that it reflects the current challenges and needs of parents. Warwickshire County Council has a statutory obligation to complete a PCA on request from any parent. The mechanism of how an assessment is undertaken and the outcomes it achieves are within the LA remit to decide. The current assessment form has been in operation for several years and a formal process/procedure was never designed but evolved on a reactive basis depending upon the request. The process in place has never been reviewed or scrutinised in line with changes to practice and parental needs. There is no transparent guidance for parent carers or practitioners to follow. Currently, requests for a PCA become an assessment of the child on the basis that they are processed through MASH. This results in a lengthy and intrusive assessment process when the need for social care has not necessarily been requested. For mainstream social care cases, if an assessment of the child results in no further action, the parent carer needs may become lost in the system on the basis that the large majority of these cases are closed. Alignment with the adult social care process would alleviate issues when it is time for the transition into adult social care.

Financial Implications
This decision is primarily concerned with the processes and procedures for the assessments from both a customer/ client as well as practitioners' points of view and their user experience. There is a risk that financial payments could increase due to greater awareness. Current total forecasted expenditure for 2019/20 (before any changes) is in the region of £30,000 to £40,000. It is presumed there will be little or no additional pressure on the budget as a result of the outcomes of this paper. Any risks are mitigated by addressing the issue of ongoing payments without review and will also signpost people to non-financial alternatives as well as one-off payments as opposed to ongoing payments.

Report Author	Jo Boyes
Assistant Director	John Coleman
Strategic Director	Nigel Minns
Portfolio Holder	Councillor Jeff Morgan

Checklist

Urgent matter?	N
Confidential or Exempt?(State the category of exempt information)	N
Is the decision contrary to the budget and policy framework?	N

List of Reports considered
https://democratic.warwickshire.gov.uk/cmis5/Calendarofmeetings/tabid/73/ctl/ViewMeetingPublic/mid/410/Meeting/4539/Committee/588/Default.aspx

List of Background Papers
None

Members and officers consulted or informed
Portfolio Holder – Councillor Corporate Board Legal – Jane Pollard Finance – Virginia Rennie Equality – Keira Rounsley Democratic Services – Paul Williams The report was circulated to the following members prior to publication: Councillors Dahmash, Chattaway, Morgan, Roodhouse, Chilvers, Williams, Hayfield and C. Davies

Agenda Item 5

Proposed Decision to be made by the Portfolio Holder for Transport & Planning on or after 18 October 2019

Proposed Puffin Crossing – Croft Road, near Mersdale Drive, Nuneaton

Recommendation

That the Portfolio Holder for Transport and Planning approves the installation of a Puffin Crossing on Croft Road, near Mersdale Drive, Nuneaton in accordance with the Road Traffic Regulation Act 1984, Section 23.

1.0 Key Issues

1.1 The primary purpose of the proposed Puffin Crossing is to improve the safety for school children crossing Croft Road in order to access Croft Junior School, Glendale Infant School and local amenities.

2.0 Proposed Scheme

2.1 The site of the proposed Puffin Crossing is located on Croft Road, Nuneaton. Croft Road is residential in nature with housing situated on both sides of the road. It is subject to a 30mph speed limit.

2.2 The proposed site for the Puffin Crossing will be near the junction with Mersdale Drive, opposite Tesco Express. (See appendix).

2.3 The need for the Puffin Crossing on Croft Road is to improve the safety for the school children crossing the carriageway to Croft Junior School, Glendale Infant School and adjacent amenities.

3.0 Consultation on the Proposal

3.1 The Road Traffic Regulation Act 1984, Section 23, requires that before establishing, altering or removing a pedestrian crossing facility, the authority shall consult with the Chief Officer of Police and give public notice of the proposal. A public notice was erected on site in the vicinity of the proposed crossing, information was also published on Warwickshire County Council`s website. Details were also sent to statutory consultees (including the Chief Officer of Police) and to the residents in the immediate vicinity of the site and who are directly affected and in the Nuneaton News.

During the consultation period between 2 August and 30 August 2019 one objection was received relating to the proposed crossing.

3.2 **Objection – Resident of Fair Isle Drive**

A resident of Fair Isle Drive has written in objecting on the grounds stated below:

"This letter as an objection to installing a crossing on Croft Road to cross from Mersdale Drive.

The reason for my objection is that there are already 5 pedestrian refuges in such a short space where the proposed crossing will be.

Also yet another crossing will lead to even more traffic delays".

Response

The location of the proposed Puffin crossing is near to Mersdale Drive which will replace one of the 2 existing pedestrian refuges, the other 3 are central refuges to narrow the road and slow the traffic down.

It has been identified as the main crossing point between Croft Junior School and Gendale Infant School and surrounding amenities.

The installation of the Puffin crossing will provide a safe controlled crossing point encouraging people/children to cross there and not use the other pedestrian refuge.

There is no evidence that the Puffin crossing will cause any traffic delays.

4.0 Responses from Statutory Consultees and Warwickshire County Council

4.1 Both Louise Hopkins, Headteacher at Glendale Infant School and Councillor Caroline Phillips fully support the installation of the Puffin Crossing at this location.

4.2 Warwickshire County Council Public health commented - Warwickshire has raised levels of injury and road traffic incidents (PHE Fingertips Data for road traffic injuries). The impact of which, on health can be significant. Puffin crossings can contribute to an integrated pedestrian network and help reduce conflict between traffic and pedestrians, encouraging feelings of pedestrian safety. This may increase walking and cycling which not only has a positive effect on physical and mental wellbeing Public Health Warwickshire, Healthy Travel Choices, 2016 but also contributes to reducing obesity, of which there are raised levels within Warwickshire in school aged children. PHE Fingertips Data for Obesity.

5.0 Financial Implications

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 2019/20 budget in 2019. This scheme will be fully funded from this budget at an approximate cost of £65,000.

6.0 Conclusion

6.1 The proposed Puffin 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 604 people cross this road during the day (between 7am and 7pm), of which over 155 are children. Puffin 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 Puffin 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 Puffin Crossing, funded by the School Safety Zones and Routes capital allocation.

Background paper

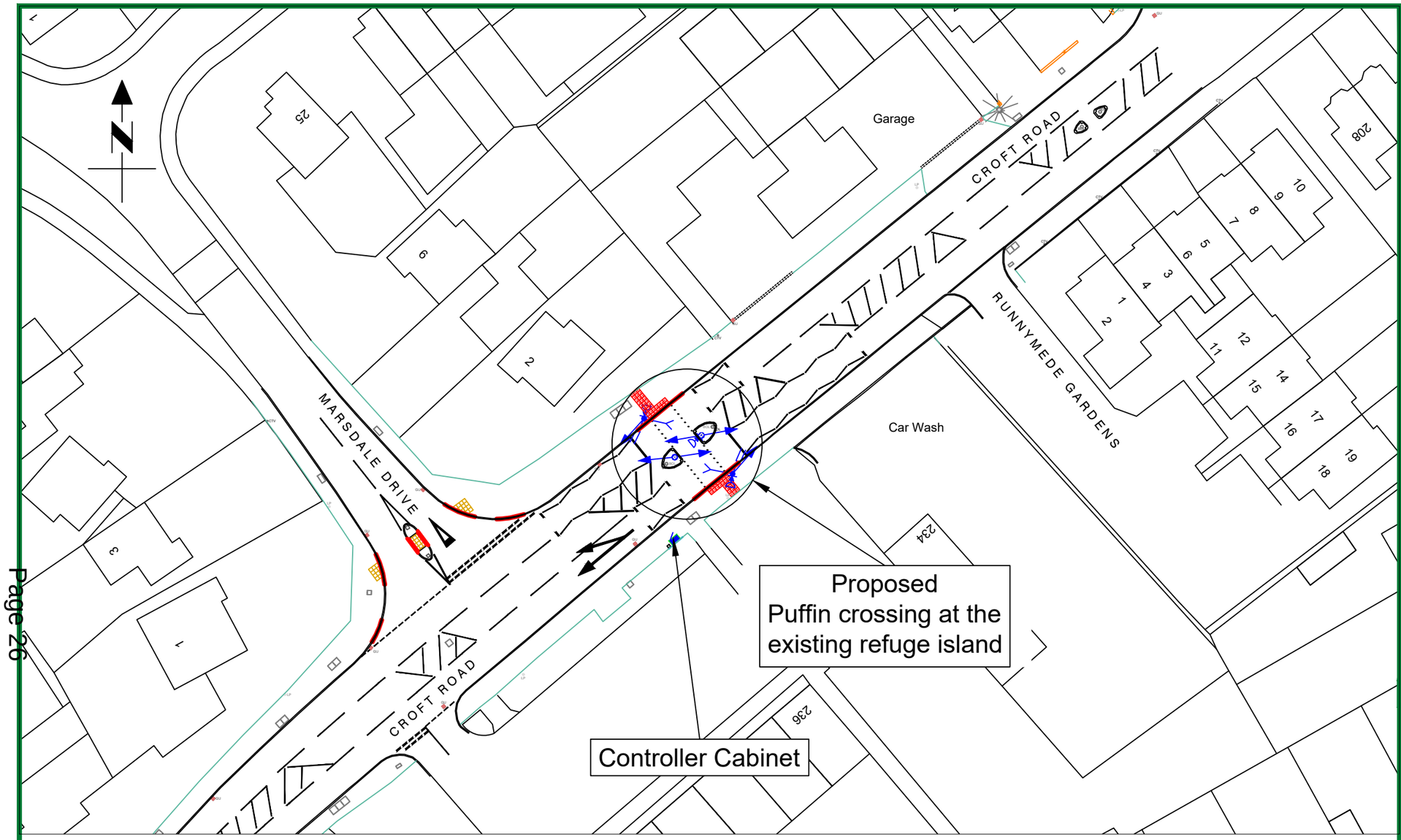
Background paper– letter of objection

	Name	**Contact Information**
Report Author	Jessica Consolaro	jessicaconsolaro@warwickshire.gov.uk
Assistant Director	David Ayton-Hill	davidayton-hill@warwickshire.gov.uk
Strategic Director	Mark Ryder	markryder@warwickshire.gov.uk
Portfolio Holder	Jeff Clarke	cllrclarke@warwickshire.gov.uk

The report was circulated to the following members prior to publication:

Local Members:
Councillor Caroline Phillips
Councillor Clare Golby

Other Members:
Councillors Cockburn, Phillips, Shilton, Chattaway, Chilvers, Roodhouse and Clarke



Key

- Zig-Zag markings
- Traffic signal equipment mounted on a 3.3m tall traffic signal pole
- Red Tactile Paving
- Traffic Signal Controller (W 73 cm x D 43 cm x H 151 cm) and Feeder Pillar

NOTES

All traffic signal equipment and road markings shown are indicative and may be subject to change during detailed design or during installation due to site constraints.

REV	DRN	AMENDMENT	DATE
A	EB	Controller Cabinet Moved	July 2019

Warwickshire County Council

Design Services

Design Services
Environment Services, Communities
Shire Hall Post Room
Warwick
CV34 4SP
Tel : 01926 410410
Web : www.warwickshire.gov.uk

FS 26655

C:\DesignServices\24.2\300\3 Drawings\3-01 AutoCAD\24.2---300-003.dwg

PROJECT

B4102 - Croft Road near Marsdale Drive, Nuneaton

Proposed Puffin Crossing

TITLE

Consultation

Drn	Ck'd	App'd
LV	DAM	DAM
Date 11-07-19	Date 22-07-19	Date 22-07-19

Status: Approved (Level 3)

Scale: 1:500

Sheet size: A3

DRG. NO.: 24.2---300-003

Rev.: A

0mm 50mm 100mm 150mm

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.

Frame V2.6

[redacted]

26 August 2019

Dear Jo Edwards,

This letter as an objection to installing a crossing on Croft Road to cross from Marsdale Drive.

The reason for my objection is that there are already 5 pedestrian refuges in such a short space where the proposed crossing will be.

Also yet another crossing will lead to even more traffic delays.

Regards,

[redacted]

8196

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Decision Record – Proposed Puffin Crossing – Croft Road, near Mersdale Drive, Nuneaton

A

Cabinet Portfolio Holder taking the decision	Councillor Jeff Clarke Transport & Planning
Date of Decision (not before 18 October 2019)	21/10/2019

Decision Taken

That the Portfolio Holder for Transport and Planning approves the installation of a Puffin Crossing on Croft Road, near Mersdale Drive, Nuneaton in accordance with the Road Traffic Regulation Act 1984, Section 23.

Reasons for Decisions

Where objections have been received to a road traffic order the approval of the Portfolio Holder to their implementation is required.

Background Information

The primary purpose of the proposed Puffin Crossing is to improve the safety for school children crossing Croft Road in order to access Croft Junior School, Glendale Infant School and local amenities.

Proposed Scheme

The site of the proposed Puffin Crossing is located on Croft Road, Nuneaton. Croft Road is residential in nature with housing situated on both sides of the road. It is subject to a 30mph speed limit.

The proposed site for the Puffin Crossing will be near the junction with Mersdale Drive, opposite Tesco Express. (See appendix).

The need for the Puffin Crossing on Croft Road is to improve the safety for the school children crossing the carriageway to Croft Junior School, Glendale Infant School and adjacent amenities.

The Road Traffic Regulation Act 1984, Section 23, requires that before establishing, altering or removing a pedestrian crossing facility, the authority shall consult with the Chief Officer of Police and give public notice of the proposal. A public notice was erected on site in the vicinity of the proposed crossing, information was also published on Warwickshire County Council`s website. Details were also sent to statutory consultees (including the Chief Officer of Police) and to the residents in the immediate vicinity of the site and who are directly affected and in the Nuneaton News.

During the consultation period between 2 August and 30 August 2019 one objection was received relating to the proposed crossing.

Objection – Resident of Fair Isle Drive

A resident of Fair Isle Drive has written in objecting on the grounds stated below:

"This letter as an objection to installing a crossing on Croft Road to cross from Mersdale Drive.

The reason for my objection is that there are already 5 pedestrian refuges in such a short space where the proposed crossing will be.

Also yet another crossing will lead to even more traffic delays".

Response

The location of the proposed Puffin crossing is near to Mersdale Drive which will replace one of the 2 existing pedestrian refuges, the other 3 are central refuges to narrow the road and slow the traffic down.

It has been identified as the main crossing point between Croft Junior School and Gendale Infant School and surrounding amenities.

The installation of the Puffin crossing will provide a safe controlled crossing point encouraging people/children to cross there and not use the other pedestrian refuge.

There is no evidence that the Puffin crossing will cause any traffic delays.

Financial Implications

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 2019/20 budget in 2019. This scheme will be fully funded from this budget at an approximate cost of £65,000.

Report Author	Jessica Consolaro
Assistant Director	David Ayton-Hill
Strategic Director	Mark Ryder
Portfolio Holder	Councillor Jeff Clarke

Checklist

Urgent matter?	N
Confidential or Exempt? (State the category of exempt information)	N
Is the decision contrary to the budget and policy framework?	N

List of Reports considered

Link to published proposed decision report:
https://democratic.warwickshire.gov.uk/cmis5/Calendarofmeetings/tabid/73/ctl/ViewMeetingPublic/mid/410/Meeting/4599/Committee/593/Default.aspx

List of Background Papers

None

Members and officers consulted or informed

Portfolio Holder – Councillor Jeff Clarke
Corporate Board
Legal – Ian Marriott
Finance – Virginia Rennie
Equality – Keira Rounsley
Democratic Services – Paul Williams

Local Members:
Councillor Caroline Phillips
Councillor Clare Golby

Other Members:
Councillors Cockburn, Phillips, Shilton, Chattaway, Chilvers, Roodhouse and Clarke

Proposed Decision to be made by the Portfolio Holder for Transport and Planning on or after 18 October 2019

Proposed Traffic Calming Speed Humps, Beaumont Road, Nuneaton

Recommendation

That the Portfolio Holder for Transport and Planning approves that the proposed speed humps along Beaumont Road, Nuneaton be implemented as advertised pursuant to section 90A of the Highways Act 1980.

1.0 Introduction

1.1 Proposal for four number traffic calming speed humps has been consulted on between 18 July 2019 to 9 August 2019 which included the local newspaper and residents within the affected area, who received a letter. One letter of objections has been received. This is appended to this report in **Appendix A.**

1.2 A statement of reasons for proposing the Traffic calming speed humps is appended to this report in **Appendix B**.

1.3 The comments, suggestions and objections that have been received are discussed below together with the reasons for the proposals with an Officer's response to each of the Objector's main points.

2.0 Proposal

2.1 Drawings showing the published proposals which have attracted objections and comments are found in **Appendix C.**

3.0 Objections

Representations of objections	Officer response
The plans provided show the location of proposed speed hump is partially over the properties vehicle access, which will prevent the property owner to access their property in safe manner.	The location of the proposed speed hump will be marked out on site by the design engineer before work commences to ensure that the traffic calming feature is installed on the carriageway at a location so it does not impede the vehicle access to the property.

If the Speed humps purpose is to reduce the speed of the traffic, why can't there be a speed camera installed at the location instead of the speed humps.	To install a speed camera at a location it has to meet certain criteria set out by the Department of Transport (DFT Circular 01/2007 which can be read in Appendix D) which Beaumont Road does not meet and are mainly located on main carriageways and not in residential areas. The installations of traffic calming features are to reduce the speed of the traffic along a larger section of carriageway.

4.0 Financial Implications

4.1 The scheme will be fully funded from the Local Members Delegated Budget. Any further works required post Road Safety Audit Stage 3 or raised post construction by Residents will be funded through the Local Members Delegated Budget.

Appendix A – Objection Letters

Appendix B – Statement of Reason

Appendix C – Consultation Plan

Appendix D – (DFT Circular 01/2007) Speed Camera Criteria

	Name	**Contact Information**
Report Author	Marcus Alford-Longley	marcusalford-longley@warwickshire.gov.uk Tel: 01926 412076
Assistant Director	Dave Ayton-Hill	davidayton-hill@warwickshire.gov.uk
Strategic Director	Mark Ryder	markryder@warwickshire.gov.uk
Portfolio Holder	Jeff Clarke	jeffclarke@warwickshire.gov.uk

The report was circulated to the following members prior to publication:

Local Member: Councillor Olner

Other Members: Councillors Cockburn, Phillips, Shilton, Chattaway, Chilvers, Roodhouse and Clarke

[redacted]

RECEIVED - 6 AUG 2019
COMMUNITIES GROUP

4th August 2019

Dear Sir

BEAUMONT ROAD, NUNEATON - PROPOSED SPPED HUMPS

I am writing with reference to the proposed speed humps in Beaumont Road, which I wish to make my concerns and objections to be noted.

The letter received on Thursday 18th July 2019, advises of a proposed plan for four speed humps in Beaumont Road and contained a small map of the proposed areas for the humps, The letter advised that I could visit my local Town Hall or the library to see plan and statement of the Council's reasons for the proposal. As I do not work locally my only option was to visit the library. Which I did and eventually they found the plans on my request. The plans only consisted of the same letter and map which was sent to me and no statement as to why the humps are being proposed.

I was home early from work one day and tried to see the plans at the Town Hall and was told I needed to see someone from planning but they are only in until 1pm. So again unsuccessful in seeing the plans and reasoning behind the humps.

The letter I received was the first communication I knew about the humps. I have received no other communication or dialogue from you that the humps were being considered for Beaumont Road.

I would like an explanation and rationale as to why they are being considered as at present I have not been able to establish this.

The plan provided shows that the hump at [redacted] is over my driveway and will be 2.8 meters in length but does not describe the hump in detail. This will prevent me from accessing and exiting safely from my drive. As I drive up Beaumont Road I turn right onto my drive at the end of the

dropped curb and at an acute angle and do not feel that having the hump will allow me safe access and exit from my drive.

I have to contend with other vehicles being parked on the grass curbing at the end of my drive which if not parked correctly and in a considerate way can make it hard for me already to access/exit my drive and with the proposed hump will make it even harder.

Understand the need for safety, but feel that it is the volume of traffic that uses Beaumont Road as a short cut to Tuttle Hill and Manor Court Road to cut out other congested areas of the town. If the purpose of the humps are to slow the speed of traffic down then why cannot a speed camera be installed rather than speed humps?

I await confirmation from that you have received my letter and answers to why humps are being considered. I would also like it to be noted that my personal details are to be withheld from being published with regards to the my objection.

Yours faithfully

[redacted]

Appendix B - Beaumont Road, Nuneaton

Proposed Traffic Calming
Speed Humps

1. STATEMENT OF REASONS

1.1 Warwickshire County Council is proposing to install four speed humps at various locations on Beaumont Road.

1.2 The scheme will involve the use of warning signs, road markings and speed humps. The scheme will help improve the environment for residents, pedestrians and cyclists by restricting vehicle speeds and improving road safety.

1.3 The location of the speed humps are set out in schedule 1 and can be referred to in drawing TR10967.4.C (Consultation Plan)

2. SCHEDULE

SCHEDULE 1
(Location of speed humps)

Beaumont Road

Location A
Construction speed hump dimensions: - 2.8m (Length) x 8.6m (Width) x 0.075m (Height)
Outside of no.82, 84, 87 & 89

Location B
Construction speed hump dimensions: - 2.8m (Length) x 5.4m (Width) x 0.075m (Height)
Outside of no. 62, 64, 67 & 69

Location C
Construction speed hump dimensions: - 2.8m (Length) x 5.4m (Width) x 0.075m (Height)
Outside of no. 34, 36

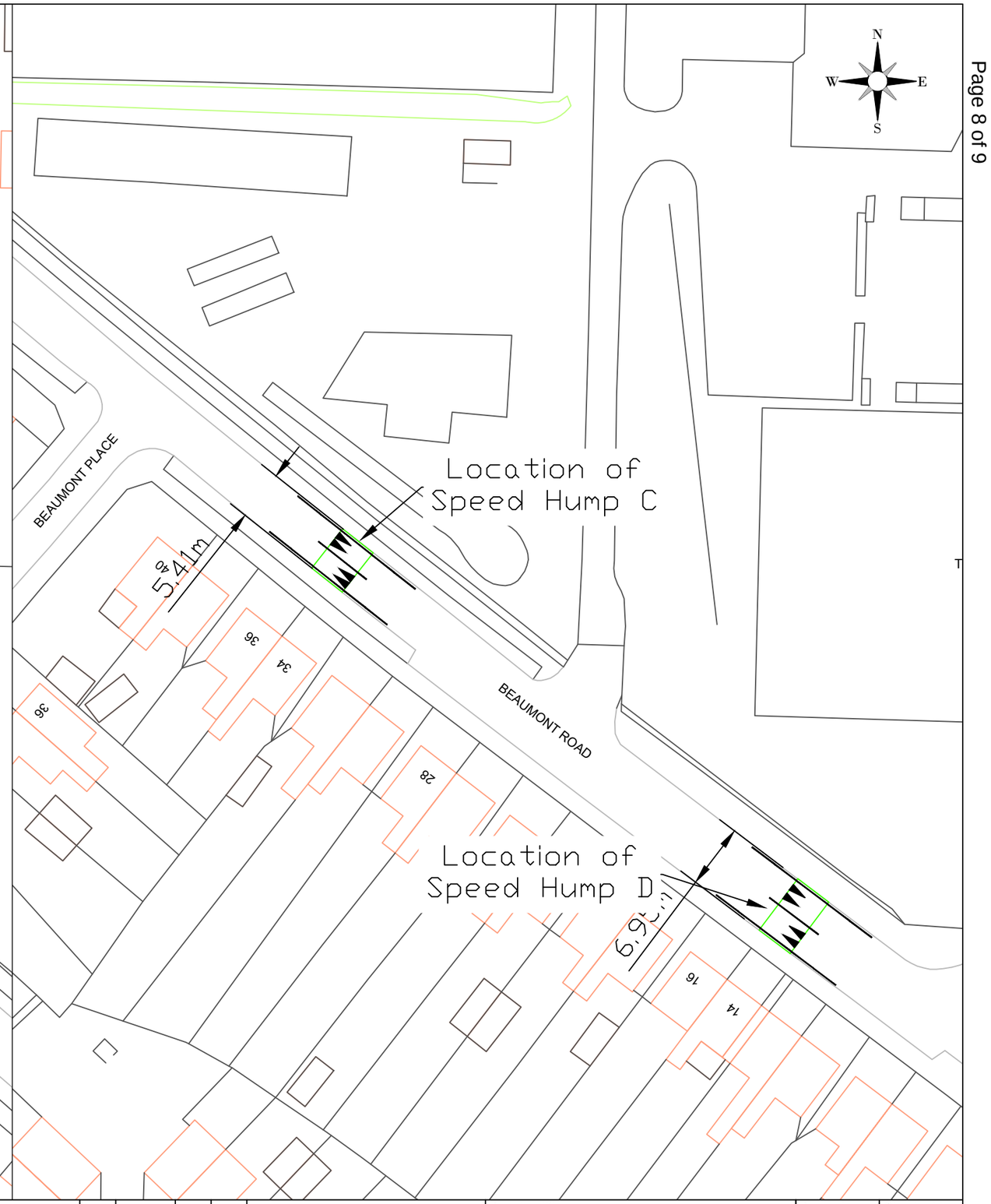
Location D
Construction speed hump dimensions: - 2.8m (Length) x 7.0m (Width) x 0.075m (Height)
Outside of no. 12, 14, & 16

3. EXISTING ORDERS TO BE REVOKED/AMENDED

None.

4. PRIORITY

4.1 – Medium.



Warwickshire County Council
TRANSPORT AND ECONOMY

Traffic & Road Safety
Communities,
Shire Hall Post Room
Warwick, CV34 4SP
Tel : 01926 410410

www.warwickshire.gov.uk
mailto:communities@warwickshire.gov.uk

Consultation Plan

H:\Traffic\Marcus\RS Info\Beaumont Rd\Queens Road Signage.dwg

REV	DATE	BY	CHK	AMENDMENT
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-	--/--/--	-	-	-
-	--/--/--	-	-	-
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-	--/--/--	-	-	-

Drawing title
Nuneaton
Beaumont Road
New traffic calming humps and signage

Project title
Beaumont Road Improvements

Drawn by **MAL**
Checked by **LW**
Date **26 June 2019**
Scale **NTS @ A3_L**
Drawing number **TR/10967.4.C**

APPENDIX D

Site selection criteria that applied at the end of the National Safety Camera Programme

Rule		*Fixed speed camera sites*		*Mobile speed camera sites*		*Routes*		*Red-light or combined red-light speed*
1	Site or route length requirements	Between 0.4 km and 1.5 km		Between 0.4 km and 5km		Between 5 km and 20 km		From stop line to stop line in direction of travel
2	Number of KSI (killed or seriously injured) collisions	At least 3 KSI collisions per km in the baseline period.*		At least 1 KSI collision per km (average) in the baseline period.*		A minimum of 3 existing core sites within the length. (There are no further requirements.) OR Has at least 1 KSI collision per km (average) in the baseline period* and meets the PIC total value below.		At least 1 KSI collision within the junction in the baseline period.* Selection must be based upon a collision history of red-light running.
		*The baseline period is the most recent 36-month period available when proposal is submitted, where the end date is within 12 months of the date of submission.						
3	Total value required	Built-up 22/km	Non-built-up 18/km	Built-up 11/km	Non-built-up 9/km	Built up 8/km	Non built up 6/km	10
		For sites up to 1 km, the above value is required. For sites longer that 1 km, the value is per km.						
4	85th percentile speed at proposed sites	Speed survey shows free-flow 85th percentile speed is at or above ACPO enforcement threshold in built-up areas and 5 mph over maximum speed limit in non-built-up areas. This can apply to all vehicles or a vehicle class but must be compared consistently.						Not applicable
5	Site conditions that are suitable for the type of enforcement proposed	Loading and unloading of camera can take place safely.		Location for mobile enforcement is easily accessible and there is space for enforcement to take place in a visible, legal and safe manner.		The location of collisions in the baseline period will determine the length of route.		Loading and unloading the camera can take place safely.
6	Suitability of site for camera enforcement	The highway authority must undertake a site survey, demonstrating the following: (a) the speed limit has been reviewed, confirming that camera enforcement is the right solution; (b) there is no other cost-effective engineering solution that is more appropriate; (c) that the Traffic Regulation Order (where applicable) and signing are lawful and correct.						

New camera sites will be selected using an assessment that includes the level of fatal, serious and slight collisions. The combined level of collisions will be expressed as a numerical scale (see below) and assessed relative to the road classification for the site – whether it is either a 'built-up' or 'non-built-up' area and according to the type of site, i.e. route, fixed, mobile or red-light.

Fatal or serious injury collision = 5 (i.e. 2 serious collisions = 10)
Slight injury collision = 1 (i.e. 5 slight collisions = 5)

'Built-up area' is defined as a road with a speed limit of 40 mph or less.
'Non-built-up area' is defined as a road with a speed limit of 50 mph or more.

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Decision Record – Proposed Traffic Calming Speed Humps, Beaumont Road, Nuneaton

Cabinet Portfolio Holder taking the decision	Councillor Jeff Clarke Transport & Planning
Date of Decision (not before 18 October 2019)	21/10/2019

Decision Taken

That the Portfolio Holder for Transport and Planning approves that the proposed speed humps along Beaumont Road, Nuneaton be implemented as advertised pursuant to section 90A of the Highways Act 1980.

Reasons for Decisions

Where objections have been received to a road traffic order the approval of the Portfolio Holder to their implementation is required.

Background Information

A proposal for four number traffic calming speed humps was consulted on between 18 July 2019 to 9 August 2019 which included the local newspaper and residents within the affected area, who received a letter. One letter of objections was received.

Representations of objections	Officer response
The plans provided show the location of proposed speed hump is partially over the properties vehicle access, which will prevent the property owner to access their property in safe manner.	The location of the proposed speed hump will be marked out on site by the design engineer before work commences to ensure that the traffic calming feature is installed on the carriageway at a location so it does not impede the vehicle access to the property.
If the Speed humps purpose is to reduce the speed of the traffic, why can't there be a speed camera installed at the location instead of the speed humps.	To install a speed camera at a location it has to meet certain criteria set out by the Department of Transport (DFT Circular 01/2007 which can be read in Appendix D) which Beaumont Road does not meet and are mainly located on main carriageways and not in residential areas. The installations of traffic calming features are to reduce the speed of the traffic along a larger section of carriageway.

Financial Implications

The scheme will be fully funded from the Local Members Delegated Budget. Any further works required post Road Safety Audit Stage 3 or raised post construction by Residents will be funded through the Local Members Delegated Budget.

Report Author	Marcus Alford-Longley
Assistant Director	David Ayton-Hill
Strategic Director	Mark Ryder
Portfolio Holder	Councillor Jeff Clarke

Checklist

Urgent matter?	N
Confidential or Exempt?(State the category of exempt information)	N
Is the decision contrary to the budget and policy framework?	N

List of Reports considered

Link to published proposed decision report:
https://democratic.warwickshire.gov.uk/cmis5/Calendarofmeetings/tabid/73/ctl/ViewMeetingPublic/mid/410/Meeting/4599/Committee/593/Default.aspx

List of Background Papers

None

Members and officers consulted or informed

Portfolio Holder – Councillor Jeff Clarke
Corporate Board
Legal – Ian Marriott
Finance – Virginia Rennie
Equality – Keira Rounsley
Democratic Services – Paul Williams

Local Member: Councillor Olner

Other Members: Councillors Cockburn, Phillips, Shilton, Chattaway, Chilvers, Roodhouse and Clarke

Proposed Decision to be made by the Portfolio Holder for Transport and Planning on or after 18 October 2019

Proposed Traffic Calming Speed Humps, Gadsby Street, Nuneaton

Recommendation

That the Portfolio Holder for Transport and Planning approves the installation of the proposed speed humps upon Gadsby Street, Nuneaton as advertised pursuant to section 90A of the Highways Act 1980.

1.0 Introduction

1.1 Proposal for nine number traffic calming speed humps has been consulted on between 18th July 2019 to 9th August 2019 which included the local newspaper and residents within the affected area, who received a letter. Four letters of objections have been received. These are appended to this report in **Appendix A.**

1.2 A statement of reasons for proposing the Traffic calming speed humps is appended to this report in **Appendix B**.

1.3 The comments, suggestions and objections that have been received are discussed below together with the reasons for the proposals with an Officer's response to each of the Objector's main points.

2.0 Proposal

2.1 Drawings showing the published proposals which have attracted objections and comments are found in **Appendix C.**

3.0 Objections

Representations of objections	Officer response
The proposed speed humps will cause damage to vehicles and hinder emergency vehicles.	The proposed installations of the traffic calming features are circulated to all the emergency services within the consultation period for them to raise any concerns and objections with regards to the scheme. This scheme did not raise any concerns or objections from the emergency services. The construction and height of the speed humps (height of proposed speed humps in Gadsby Street are 0.075m) are designed to industry

	standards to slow vehicles but not to cause damage to standard vehicles.
The proposed speed humps are a waste of the council budget and should be spent on maintaining and repairing the carriageways.	The budget for this scheme is funded by the Local Councillors delegated budget which is used to address issues in their district/boroughs raised by the residents and is completely separate from the County Highways maintenance budget.
The proposed speed humps will reduce parking spaces for residents along Gadsby Street.	The locations and construction height of the proposed speed humps will not impede the residents from parking on the speed humps, maintaining the amount of road space for residents to park their vehicles.
The proposed speed humps will be hazardous for vehicles reversing along the carriageway if the meet an approaching vehicle.	The location of the proposed speed humps and construction height of 0.075m will not impede vehicles reversing as the locations are far enough apart to give the drivers good forward visibility of any vehicles that ae approaching from the opposite direction.
The proposed speed humps will have an impact on the environment with increased pollution due to the vehicles driving slower and taking longer to travel along the carriageway	Although some traffic management measures can result in increased emissions per vehicle, they also generally result in a reduction in the volume of traffic. Thus, even though emissions per vehicle may increase, this can be offset by the reduction in traffic. The amount of traffic in residential areas is relatively small, and traffic diverted to other roads is unlikely to have a significant effect on emissions.
Wintrier conditions will make it difficult to traverse the speed humps.	The construction height and gradient of the proposed speed humps will not impact on the ability of the motorists to traverse the humps in wintrier conditions.

4.0 Financial Implications

4.1 The scheme will be fully funded from the Local Members Delegated Budget. Any further works required post Road Safety Audit Stage 3 or raised post construction by Residents will be funded through the Local Members Delegated Budget.

5.0 Background Papers

None

	Name	Contact Information
Report Author	Marcus Alford-Longley	marcusalford-longley@warwickshire.gov.uk Tel: 01926 412076
Assistant Director	Dave Ayton-Hill	davidayton-hill@warwickshire.gov.uk
Strategic Director	Mark Ryder	markryder@warwickshire.gov.uk
Portfolio Holder	Jeff Clarke	jeffclarke@warwickshire.gov.uk

The report was circulated to the following members prior to publication:

Local Member(s): Andy Sargeant
Other members: Councillors Cockburn, Phillips, Shilton, Chattaway, Chilvers, Roodhouse and Clarke

[redacted]

RECEIVED - 5 AUG 2019

COMMUNITIES GROUP

LEADERSHIP TEAM

GROUP

[redacted]

31st JULY 2019

Dear Sir

I am writing in reply to your letter of 17th JULY 2019 in regards to the Traffic calming in GADSBY ST, NUNEATON.

I don't think that speed cushions are going to do any good at all, the street has always got cars parked on both sides of the street all day and especialy at night.

I feel it is a complete waste of money that could be put to good use in the town.

I have lived in the street for over 50 yrs, and I can't recall any seriouse accidents.

The main problem is parking and this is a big issue, when some houses have got 3 to 4 cars, We are usually Parked in the next street because if you

2

don't get home before 6pm. you don't get a chance to be near where you live.

The people I have spoken to didn't know anything about these proposals before this letter arrived so it was a complete surprise.

I think the speed cushions will cause more problems especialy for the Emergency Services and damage to ~~vehicles~~ vehicles catching on them

I feel very strongly about this to be the wrong proposal for the area and a complete waste of Council Money.

Hoping you will consider these remarks when giving your Report

Yours Sincerely.

[redacted]

[redacted]

18/07/2019

Dear Mr Marcus Alfred-Longley,

Yesterday I recieved the local free newspaper, in which I noticed the proposals to introduce speed humps in Gadsby Street. The following day I recieved a letter through my door with the proposals.I am disappointed we were not notified before hearing it in the local newspaper.

I wish to object to the proposal. Firstly I have not recieved any indication from anybody that speed humps were needed in our Street. While I except there may be speeding motorists occasionally, I do not consider this proposal exceptable.

Firstly I consider the cost,

When there are roads in Nuneaton with potholes and bad surfaces that need money spent on them (which the authorities claim not to have) you wish to spend a lot of money on a damaging scheme.

Then there are the considerations for the enviroment, especially when we are constantly bombarded with reports of Global Warming etc. The proposal to put in speed humps will I believe only help to damage the enviroment. Let me explain, I do not know if you have ever been to our street but it is a long street, with a large number of houses and cars. This means there are a number of car movements every day . Just consider what this means. If one householder has a car which they use to get to work and back everyday, (two trips) and because of speed humps it took on average an extra 30 seconds per trip to get to the end of our street, this would mean that there car would be running for an extra 1 minute a day. This may not seem much, but if you times it by 60 cars a day, vehicles engines would be pumping out pollution for 1 extra hour a day. I belive there are more than 60 cars in this street, and some of those cars are used to get children to school and back, increasing the extra pollution. Plus deliveries and visitors to these properties, all adding to extra pollution in our street. When I went to the local council offices to see why you were proposing these speed humps it said you were doing it to enhance the area, but really you could be doing a lot of damage. We are constantly being told how we need to stop damaging the enviroment and reduce pollution, but it seems you are intent on doing the opposite. Traffic schemes that keep being introduced in Nuneaton area alone, are intent on slowing down every vehicle with no thought of the enviromental consequences. You may consider slower vehicle traffic is to save lives, but in reality you are killing us with unseen enviromental pollution. There are reports on TV and in newspapers of children especially suffering serious health problems from enviromental pollution.

One more thing you need to consider about installing road humps in our street is the problems of winter weather. I have lived in this street since 1989 and have seen this street in winter covered in snow and ice. We are not a main road and therefore in these wintery conditions would not get road gritting, plus a road gritting lorry would have difficulty getting down our street. This could mean a serious problem if we were iced up and we cannot get over the speed humps causing cars and people to be stuck until the weather changed.

I am sure I could find other reasons like noise pollution etc but have not long had the news of the speed humps.

I await your responce and any justifications for your proposal.

[redacted]

PS please feel free to share my objections, I shall be considering taking other actions as well as this letter to you.

[redacted]

27th July 2019

Dear Mr Alford-Longley

I write with reference to the consultation information recently posted through my door about the proposal to construct road humps in Gadsby Street, Nuneaton. A copy of this letter has been sent to my M.P., county councillor and borough councillors.

The notification fails to explain why the decision has been made to construct the humps. I know the information is available at the town hall, but even a brief explanation would have been helpful to avoid the suspicion the county council are trying to discourage objections.

The humps are totally unnecessary and will make life in an already crowded street even more difficult. While some motorists do drive too quickly along the street, this problem is no greater than anywhere else. The parking situation is already a nightmare, the humps will only make this worse, encouraging residents to leave even greater gaps between cars, leading to less available parking space. I often return from work after 19:00 and it is not uncommon for me to have to park near the end of the street. I live approximately in the middle. The lack of space occasionally forces drivers to reverse when they meet someone coming the other way. Humps would only serve to make this manoeuvre even more difficult and hazardous. All of this would be after the unnecessary and substantial disruption while the work takes place.

The presence of these humps would achieve the opposite of the desired effect, making existing problems in the street even worse. You won't receive complaints from every resident, but I can guarantee that the vast majority of those living in the street will know this is a crazy idea.

I have viewed the documents at the town hall. The reasons given for the proposal are improvement of the environment and safety, but absolutely no evidence is provided to show that these objectives will be achieved. One may conclude that this idea came from someone sitting in an office needing to justify their job or needing to tick a box to show the council is 'doing something' to improve safety. Perhaps council workman need something to do.

Yours sincerely

[redacted]

1

[redacted]

30TH JULY 2019.

REF: TRAFFIC CALMING PROPOSAL ALONG GADSBY STREET.

To whom it may concern.

I, as a resident of gadsby street wish to register a complaint against the proposed introduction of road humps/speed cushions in gadsby street, for the following reasons:

1. As cars are parked both sides of the street it is extremely rare we see any examples of speeding vehicles, we see more arguments and examples of road rage between drivers as to which of them will reverse back to allow the other to pass.

2. Due to the amount of residents on gadsby street having two or more vehicles to each property these measures would make parking

[redacted]

even more difficult in the street than it already is, with most people already having to park sometimes in a different street than the property they reside in.

Therefore I feel due to these factors that the council's money would be better spent on a solution for parking issues which do exist rather than spending it on the speeding issue which is not an issue on gadsby street.

The parking issue is a very serious one as vehicles are most evening parked on and across corners and I have witnessed numerous occasions where the emergency services (ambulance, fire) have not been able to get onto or along gadsby street due to the number of vehicles parked.

Any suggestions to remedy these issues I am sure the residents would welcome gladly.

Kind Regards

[redacted]

[redacted]

[redacted]

Appendix B - Gadsby Street, Nuneaton

Proposed Traffic Calming
Speed Humps

1. STATEMENT OF REASONS

1.1 Warwickshire County Council is proposing to install nine speed humps at various locations on Gadsby Street.

1.2 The scheme will involve the use of warning signs, road markings and speed humps. The scheme will help improve the environment for residents, pedestrians and cyclists by restricting vehicle speeds and improving road safety.

1.3 The location of the speed humps are set out in schedule 1 and can be referred to in drawings TR10967.8.5 (Consultation Plan A) & TR/10967.8.6 (Consultation Plan B).

2. SCHEDULE

SCHEDULE 1
(Location of speed humps)

1. <u>Gadsby Street</u>

Location A
Construction speed hump dimensions: - 2.8m (Length) x 7.3m (Width) x 0.075m (Height)
Outside of no.32, 34 & 21

Location B
Construction speed hump dimensions: - 2.8m (Length) x 7.3m (Width) x 0.075m (Height)
Outside of no. 51, 53 & 70

Location C
Construction speed hump dimensions: - 2.8m (Length) x 7.3m (Width) x 0.075m (Height)
Outside of no. 81 & 94

Location D
Construction speed hump dimensions: - 2.8m (Length) x 7.5m (Width) x 0.075m (Height)
Outside of no. 111, 113, 132 & 134

Location E
Construction speed hump dimensions: - 2.8m (Length) x 7.1m (Width) x 0.075m (Height)
Outside of no. 125, 127, 160 & 162

Location F
Construction speed hump dimensions: - 2.8m (Length) x 7.1m (Width) x 0.075m (Height)
Outside of no.155, 157 & 192

Location G
Construction speed hump dimensions: - 2.8m (Length) x 7.3m (Width) x 0.075m (Height)
Outside of no. 173, 175, 228 & 230

Location H
Construction speed hump dimensions: - 2.8m (Length) x 7.4m (Width) x 0.075m (Height)
Outside of no. 205, 207 & 260

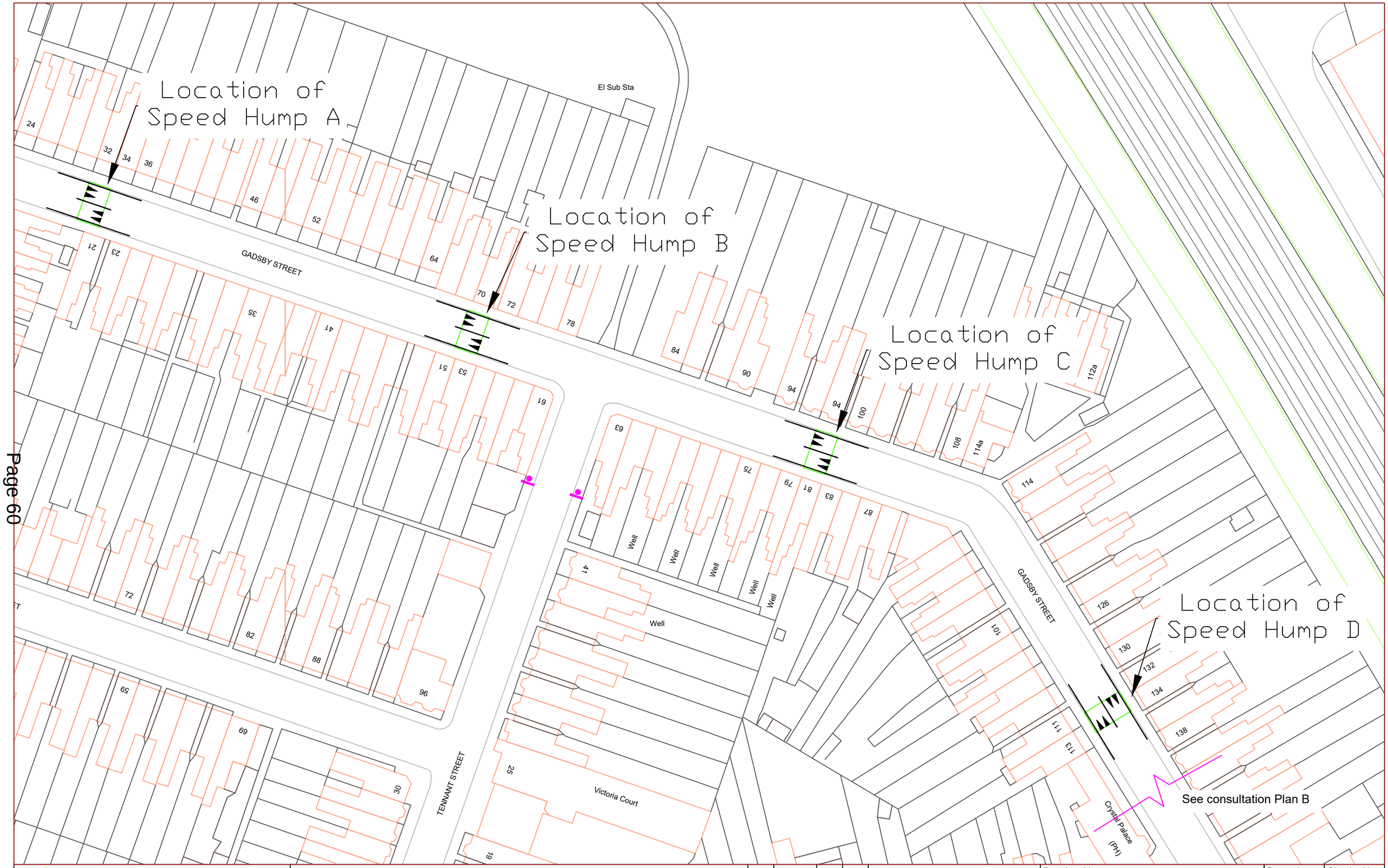
Location I
Construction speed hump dimensions: - 2.8m (Length) x 7.3m (Width) x 0.075m (Height)
Outside of no. 241, 243, 298 & 300

3. EXISTING ORDERS TO BE REVOKED/AMENDED

None.

4. PRIORITY

4.1 – Medium.



Warwickshire County Council

Traffic & Road Safety
Communities,
Shire Hall Post Room
Warwick, CV34 4SP
Tel : 01926 410410

www.warwickshire.gov.uk
mailto:communities@warwickshire.gov.uk

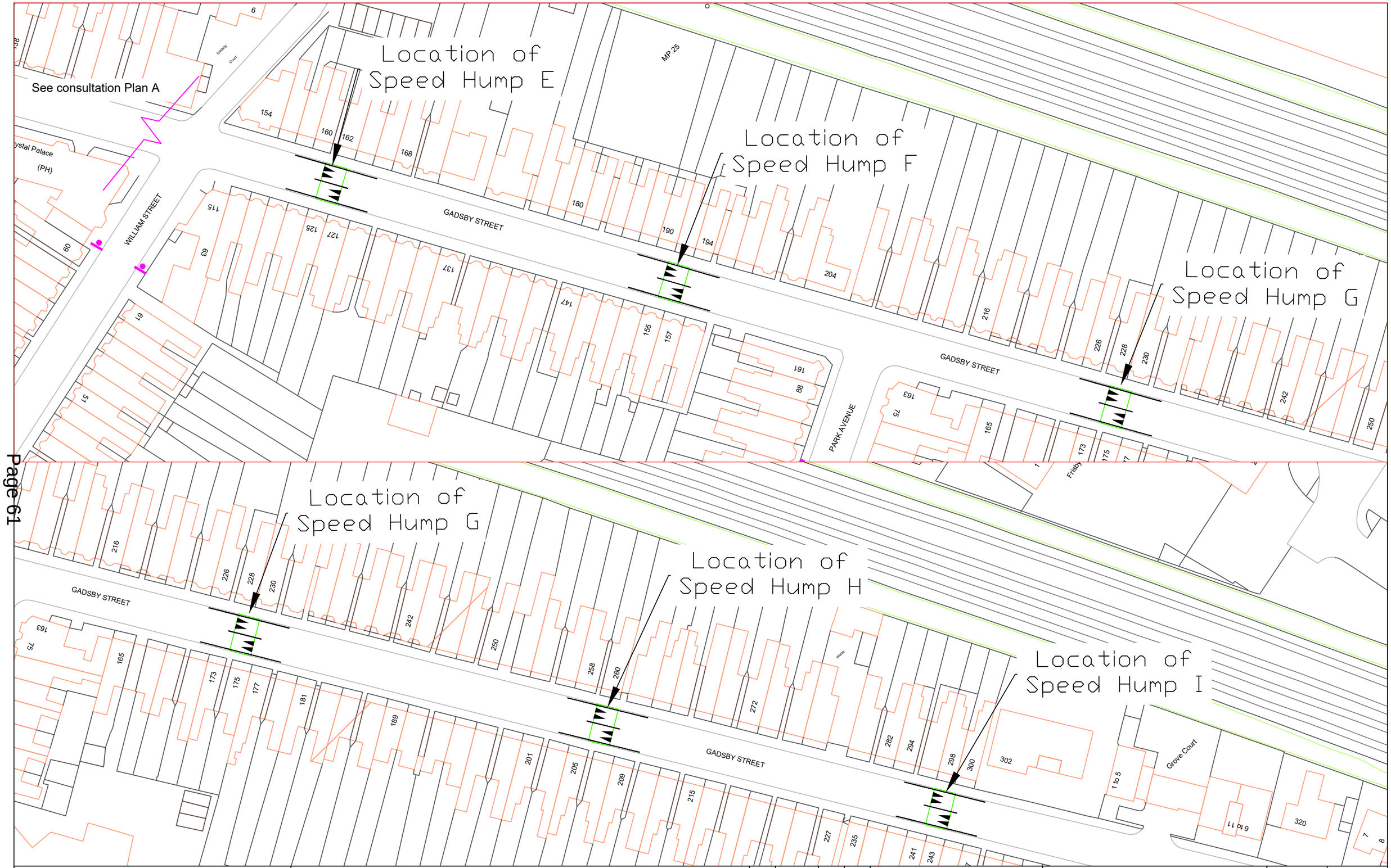
Consultation Plan A

REV	DATE	BY	CHK	AMENDMENT
-	--/--/--	-	-	-
-	--/--/--	-	-	-
-	--/--/--	-	-	-
-	--/--/--	-	-	-
-	--/--/--	-	-	-

Drawing title
Nuneaton
Gadsby Street
New traffic calming humps and signage

Project title
Gadsby Street Traffic Calming

Drawn by **MAL**
Checked by **LW**
Date **25 June 2019**
Scale **NTS @ A3_L**
Drawing number **TR/10967.8.5**



Warwickshire County Council

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mailto:communities@warwickshire.gov.uk

Consultation Plan B

REV	DATE	BY	CHK	AMENDMENT
-	--/--/--	-	-	-
-	--/--/--	-	-	-
-	--/--/--	-	-	-
-	--/--/--	-	-	-
-	--/--/--	-	-	-

Drawing title
Nuneaton
Gadsby Street
New traffic calming humps and signage

Project title
Gadsby Street Traffic Calming

Drawn by **MAL**
Checked by **LW**
Date **25 June 2019**
Scale **NTS @ A3_L**
Drawing number **TR/10967.8.6**

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Decision Record – Proposed Traffic Calming Speed Humps, Gadsby Street, Nuneaton

Cabinet Portfolio Holder taking the decision	Councillor Jeff Clarke Transport & Planning
Date of Decision (not before 18 October 2019)	21/10/2019

Decision Taken

That the Portfolio Holder for Transport and Planning approves the installation of the proposed speed humps upon Gadsby Street, Nuneaton as advertised pursuant to section 90A of the Highways Act 1980.

Reasons for Decisions

Where objections have been received to a road traffic order the approval of the Portfolio Holder to their implementation is required.

Background Information

Proposal for nine number traffic calming speed humps was consulted on between 18th July 2019 to 9th August 2019 which included the local newspaper and residents within the affected area, who received a letter. Four letters of objections were received.

Representations of objections	Officer response
The proposed speed humps will cause damage to vehicles and hinder emergency vehicles.	The proposed installations of the traffic calming features are circulated to all the emergency services within the consultation period for them to raise any concerns and objections with regards to the scheme. This scheme did not raise any concerns or objections from the emergency services. The construction and height of the speed humps (height of proposed speed humps in Gadsby Street are 0.075m) are designed to industry standards to slow vehicles but not to cause damage to standard vehicles.
The proposed speed humps are a waste of the council budget and should be spent on maintaining and repairing the carriageways.	The budget for this scheme is funded by the Local Councillors delegated budget which is used to address issues in their district/boroughs raised by the residents and is completely separate from the County Highways maintenance budget.
The proposed speed humps will reduce parking spaces for residents along Gadsby Street.	The locations and construction height of the proposed speed humps will not impede the residents from parking on the speed humps, maintaining the amount of road space for residents to park their vehicles.
The proposed speed humps will be hazardous for vehicles reversing along the carriageway if the meet an approaching vehicle.	The location of the proposed speed humps and construction height of 0.075m will not impede vehicles reversing as the locations are far enough apart to give the drivers good

	forward visibility of any vehicles that ae approaching from the opposite direction.
The proposed speed humps will have an impact on the environment with increased pollution due to the vehicles driving slower and taking longer to travel along the carriageway	Although some traffic management measures can result in increased emissions per vehicle, they also generally result in a reduction in the volume of traffic. Thus, even though emissions per vehicle may increase, this can be offset by the reduction in traffic. The amount of traffic in residential areas is relatively small, and traffic diverted to other roads is unlikely to have a significant effect on emissions.
Wintrier conditions will make it difficult to traverse the speed humps.	The construction height and gradient of the proposed speed humps will not impact on the ability of the motorists to traverse the humps in wintrier conditions.

Financial Implications

The scheme will be fully funded from the Local Members Delegated Budget. Any further works required post Road Safety Audit Stage 3 or raised post construction by Residents will be funded through the Local Members Delegated Budget.

Report Author	Marcus Alford-Longley
Assistant Director	David Ayton-Hill
Strategic Director	Mark Ryder
Portfolio Holder	Councillor Jeff Clarke

Checklist

Urgent matter?	N
Confidential or Exempt? (State the category of exempt information)	N
Is the decision contrary to the budget and policy framework?	N

List of Reports considered

Link to published proposed decision report:
https://democratic.warwickshire.gov.uk/cmis5/Calendarofmeetings/tabid/73/ctl/ViewMeetingPublic/mid/410/Meeting/4599/Committee/593/Default.aspx

List of Background Papers

None

Members and officers consulted or informed

Portfolio Holder – Councillor Jeff Clarke
Corporate Board
Legal – Ian Marriott
Finance – Virginia Rennie
Equality – Keira Rounsley
Democratic Services – Paul Williams

Local Member: Councillor Sargeant

Other Members: Councillors Cockburn, Phillips, Shilton, Chattaway, Chilvers, Roodhouse and Clarke

Proposed Decision to be made by the Portfolio Holder for Transport and Planning on or after 18 October 2019

Objection to the removal of the Puffin crossing on Bridge Street near Mill Lane, Barford.

Recommendations

That the Portfolio Holder approves the removal of the Puffin crossing on Bridge Street as advertised in accordance with the Road Traffic Regulation Act 1984 – Section 23.

1.0 Key Issues

1.1 The Puffin crossing on Bridge Street, Barford, is nearing the end of its life cycle and in accordance with the County Council's policy for Pedestrian Crossings the justification for the Puffin crossing has been reviewed.

1.2 A detailed investigation was carried out which included a 12 hour (7:00 am to 7:00 pm) pedestrian / vehicle survey which took place on 19 June, 2018 to monitor the use of the crossing. The average vehicle flow and pedestrians count over the four busiest hours in the day were 278 and 21 respectively, see Appendix A. Based on these figures the justification was calculated to be 1%, therefore the outcome of the investigation based on the policy is that a Puffin crossing is no longer justified at this location.

1.3 The investigation has indicated that vehicle movements have reduced considerably since the Puffin crossing was initially implemented in April 2003. This is because through traffic is now using the Barford bypass which was constructed in 2008. As a result, the degree of conflict between pedestrians and traffic has reduced.

1.4 The outcome of the investigation has indicated that this Puffin crossing in now not justified in accordance with the County Council's policy for Pedestrian Crossings which was adopted in 2011.

1.5 The proposal has been assessed by the County Council's Road Safety Engineers; who have not raised any safety concerns with this proposal.

1.6 It is estimated the scheme to remove the crossing will cost £14,000 to implement and save the annual maintenance and routine inspections costs of £960 per year. This would be funded from the Capital Budget.

1.7 If the Puffin crossing is retained, then the traffic signal equipment will need to be replaced at a cost of approximately £18,000 which will need to be funded from the Capital Budget.

1.8 During the consultation period we have received one objection from a resident to the proposal; which is supported by (i) Royal National Institute of Blind People, (ii) The National Federation of the Blind of the UK and (iii) The Guide Dogs for the Blind Association.

1.9 It has been acknowledged by The Guide Dogs for the Blind Association that they recognise that there are always fine balances required where cost v benefits are concerned.

2.0 Proposed Scheme

2.1 To remove the Puffin crossing from the highway as shown on the plan in Appendix B and to provide dropped kerbs with tactile paving in the same place.

3.0 Consultation on the Proposal

3.1 A formal consultation for the proposed removal of the Puffin crossing was carried out between 5th July 2019 and 2nd August 2019. During this period one objection to the proposed removal of the Puffin crossing was received from a resident who is registered as blind with Warwickshire County Council. A number of points have been made.

3.2 The objection has been supported by (i) Royal National Institute of Blind People, (ii) The National Federation of the Blind of the UK and (iii) The Guide Dogs for the Blind Association are as follows: -

Objection 1 – The low usage of the crossing has no relevance, as it is the only safe means of crossing Bridge Street by vulnerable user groups including children, the elderly/infirm, the physically disabled, people with sensory impairments, the blind and deaf/blind.

Response – To determine the justification for retaining a controlled pedestrian crossing, the County Council's policy recommends when a crossing is due for an upgrade an evaluation for its need will be carried out. To retain this type of facility we would normally expect an average vehicle flow and pedestrians count over the four busiest hours in the day to be 1000 and 90 respectively i.e. justification of 90%. The level of justification ensures that the available resources i.e. capital and revenue are used effectively.

Objection 2 – There are 21 persons who are registered as visually impaired with Warwickshire County Council who live within in the CV35 8 post code area, of whom 2 are guide dog owners. In addition, the 41 registered visually impaired persons living in the adjoining CV35 9 post code area who use or may potentially require the use of this crossing.

Response – Noted but during the consultation period we have only received one objection to the proposal from a resident in Sherbourne and none from any residents actually living in Barford itself.

Objection 3 – No safe alternative to cross Bridge Street has been offered. The proposed dropped kerbs with tactile paving offer no protection to the above vulnerable groups of people, especially the Blind and Visually Impaired. It is not mandatory for vehicular traffic to stop to allow pedestrians to cross at dropped kerbs.

Response – Since the construction of the Barford bypass in 2008 vehicle flows have reduced considerably along Bridge Street and it is now like many other residential streets in the county i.e. without controlled pedestrian crossing facilities; the scheme has been assessed by the County Council's Road Safety Engineers who have not raised any safety concerns with this proposal.

Objection 4 – Warwickshire County Council have elected to disregard the Central Government directive from the Ministry of Housing, Communities & Local Government to local authorities dated 28 September 2018.

Response – The Ministerial letter regarding shared space which was sent on 28 September, 2018 was a letter from the Ministry of Housing, Communities & Local Government to the Chief Executive to clarify the approach that should be taken to shared space schemes following the publication of the Department for Transport’s Inclusive Transport Strategy and the Ministry for Housing, Communities and Local Government’s National Planning Policy Framework in July 2018. The proposed scheme is not a shared space scheme. However, an Equality Impact Assessment has been undertaken and it raises no specific issues to the proposal.

Objection 5 – The Royal National Institute of Blind People wish to appeal against the removal of the Puffin crossing because, as their policy indicates, the removal of the crossing would place blind and partially sighted people who rely on signal-controlled crossings in order to cross safely at a substantial is disadvantage.

Response – Since the construction of the Barford bypass in 2008 vehicle flows have reduced considerable along Bridge Street and it is now like many other residential streets in the County i.e. without controlled pedestrian crossing facilities; the scheme has been assessed by the County Council's Road Safety Engineers who have not raised any safety concerns with this proposal.

Objection 6 – The cost of removing or downgrading this existing facility would cover the cost of its maintenance and replacement of light bulbs and other replaceable components for the next 10 or 15 years.

Response – It is estimated to remove the existing crossing and replace it with dropped kerbs will cost £ 14,000 and save the annual maintenance and routine inspections costs of £ 960 per year. However, if it is retained than the traffic signal equipment needs replacing at a cost of approximately £18,000 and an annual maintenance cost of £960.

Objection 7 – Pedestrian crossings with press-buttons and red lights will interrupt traffic flow only when being used by pedestrians and on these occasions, this will cause traffic to proceed more slowly and safely along the street concerned.

Response – It has been observed that the Puffin crossing is only occasionally being used during the whole day and therefore does not directly affect traffic speed. Generally, drivers are complying with the speed limit along this street.

Objection 8 – The Equality Act and the Public Sector Equality Duty sets out in legislation enacted in 2010 the requirement that all Local Authorities must ensure that all members of the public, irrespective of any disability, have equal access to streets and other public areas.

Response – An Equality Impact Assessment (Appendix C) has been undertaken and it raises no specific issues to the proposal; Bridge Street is like many other residential streets in the county i.e. without controlled pedestrian crossing facilities.

3.3 Warwickshire Police have raised no objection to the proposal.

3.4 The County Councillor for this area Councillor Caborn does not oppose the proposal based on the low usage of the facility.

4.0 Financial Implications

4.1 It is proposed to utilise monies from the Capital Budget to fund the removal of the Puffin crossing. A budget provision of £14,000 has been included in the Capital Programme for 2019/20.

4.2 An annual saving of £920 will be made from the revenue budget due to the removal of the Puffin crossing.

4.3 If the Puffin crossing is to be retained it is proposed to utilise monies from the Capital Budget to fund the upgrade of the Puffin crossing. A budget provision of £18,000 has been included in the Capital Programme for 2019/20.

4.4 If the scheme is approved it is likely to be implemented in January 2020.

5.0 Conclusion

5.1 The Puffin crossing is now not justified in accordance with the County Council's policy for Pedestrian Crossings and therefore should be removed from the highway.

5.2 It is recommended that the Portfolio Holder approves the removal of the Puffin crossing on Bridge Street as advertised.

Appendices

Appendix A - Pedestrian / vehicle survey data
Appendix B - Location plan
Appendix C - EqIA - Removal of Puffin Crossing - Bridge Street, Barford

Background papers

Objection email from a member of public
Supporting email to the objection - Royal National Institute of Blind People
Supporting email to the objection - The National Federation of the Blind of the UK
Supporting letter to the objection - The Guide Dogs for the Blind Association
RNIB - Policy Position Statement - Pedestrian Crossings
Ministerial letter regarding shared space - 28 September 2018

	Name	**Contact Information**
Report Author	Gafoor Din	gafoordin@warwickshire.gov.uk Tel: 01926 418065
Assistant Director (Environment Services)	Scott Tompkins	scotttompkins@warwickshire.gov.uk Tel: 01926 412422
Strategic Director (Communities)	Mark Ryder	markryder@warwickshire.gov.uk Tel: 01926 412811
Portfolio Holder for Transport and Planning	Jeff Clarke	cllrclarke@warwickshire.gov.uk

This report was circulated to the following member prior to publication:

Local Member: Cllr Caborn – Budbrook & Bishop’s Tachbrook

NUMERICAL CRITERIA - PEDESTRIAN CROSSING
LOCATION

	CAR	LGV	R2	R3	R4	A6	A5	A3/4	BUS	MCL	PCL	HGV	total	Weighted
07:00	159	19	0	0	0	0	0	0	6	0	3	3	190	219.5
08:00	292	15	0	0	0	0	0	0	1	1	3	6	318	343
09:00	130	15	0	0	0	0	0	0	5	0	2	3	155	179.5
10:00	96	20	0	0	0	0	0	0	4	0	8	8	136	172
11:00	80	27	0	0	0	0	0	0	4	0	0	3	114	149.5
12:00	94	22	0	0	0	0	0	0	5	0	9	4	134	167
13:00	95	16	0	0	0	0	0	0	4	0	4	4	123	149
14:00	89	21	0	0	0	0	0	0	5	0	1	5	121	154.5
15:00	157	25	0	0	0	0	0	0	5	0	1	3	191	225.5
16:00	208	20	0	0	0	0	0	0	3	0	6	1	238	262.5
17:00	207	22	0	0	0	0	0	0	4	1	14	2	250	279
18:00	165	11	0	0	0	0	0	0	3	0	9	1	189	204.5
Total	1772	233	0	0	0	0	0	0	49	2	60	43	2159	
						less PCL	2099							2159

	Values	Weight	
Road width (m)	6.7	0.9	W
Speed limit (mph)	30	1	S
Number of pedestrian accidents (3 yrs)	0	1	A
Average waiting time (s)	20	1	G

Vehicle typ	Weight	Speed limit	Weight
Car	1	30 mph	1
LGV	2	40 mph	1.2
Bus	2	50 mph	1.3
MCL	1		
PCL	1		
HGV	2.5	Gap	Weight
		<=20s	1
		21s - 30s	1.2
Ped type	Weight	31s - 40s	1.25
Child < 16	1.25	>40s	1.3
Adult	1		
Elderly	2		
Disabled	3		

	Child 0-4	Child 5-11	Child 12-16	Adult 17-64	Adult + Pram	Elderly 65+	Disabled	Total Child	Total Adult	Grand total	Weighted
700-730								0	0	0	0
730-800								0	0	0	0
7 to 8	**2**			**8**		**0**		2	8	10	10.5
800-830								0	0	0	0
830-900								0	0	0	0
8 to 9	**7**			**14**		**0**		7	14	21	22.75
900-930								0	0	0	0
930-1000								0	0	0	0
9 to 10	**0**			**2**		**0**		0	2	2	2
1000-1030								0	0	0	0
1030-1100								0	0	0	0
10 to 11	**0**			**5**		**0**		0	5	5	5
1100-1130								0	0	0	0
1130-1200								0	0	0	0
12 to 12	**2**			**7**		**0**		2	7	9	9.5
1200-1230								0	0	0	0
1230-1300								0	0	0	0
12 to 13	**3**			**5**		**0**		3	5	8	8.75
1300-1330								0	0	0	0
1330-1400								0	0	0	0
13 to 14	**0**			**6**		**0**		0	6	6	6
1400-1430								0	0	0	0
1430-1500								0	0	0	0
14 to 15	**1**			**4**		**0**		1	4	5	5.25
1500-1530								0	0	0	0
1530-1600								0	0	0	0
15 to 16	**11**			**24**		**0**		11	24	35	37.75
1600-1630								0	0	0	0
1630-1700								0	0	0	0
16 to 17	**3**			**10**		**0**		3	10	13	13.75
1700-1730								0	0	0	0
1730-1800								0	0	0	0
17 to 18	**2**			**6**		**0**		2	6	8	8.5
1800-1830								0	0	0	0
1830-1900								0	0	0	0
18 to 19	**0**			**6**		**0**		0	6	6	6
Total	31	0	0	97	0	0	0	31	97	128	

0

rank		vehicles	peds	pv2x10^8
5	07:00	220	10.5	0.01
1	08:00	343	22.75	0.03
12	09:00	180	2	0.00
9	10:00	172	5	0.00
8	11:00	150	9.5	0.00
7	12:00	167	8.75	0.00
10	13:00	149	6	0.00
11	14:00	155	5.25	0.00
2	15:00	226	37.75	0.02
3	16:00	263	13.75	0.01
4	17:00	279	8.5	0.01
6	18:00	205	6	0.00

	1	2	3	4
vehicles	343	226	263	279
peds	23	38	14	9

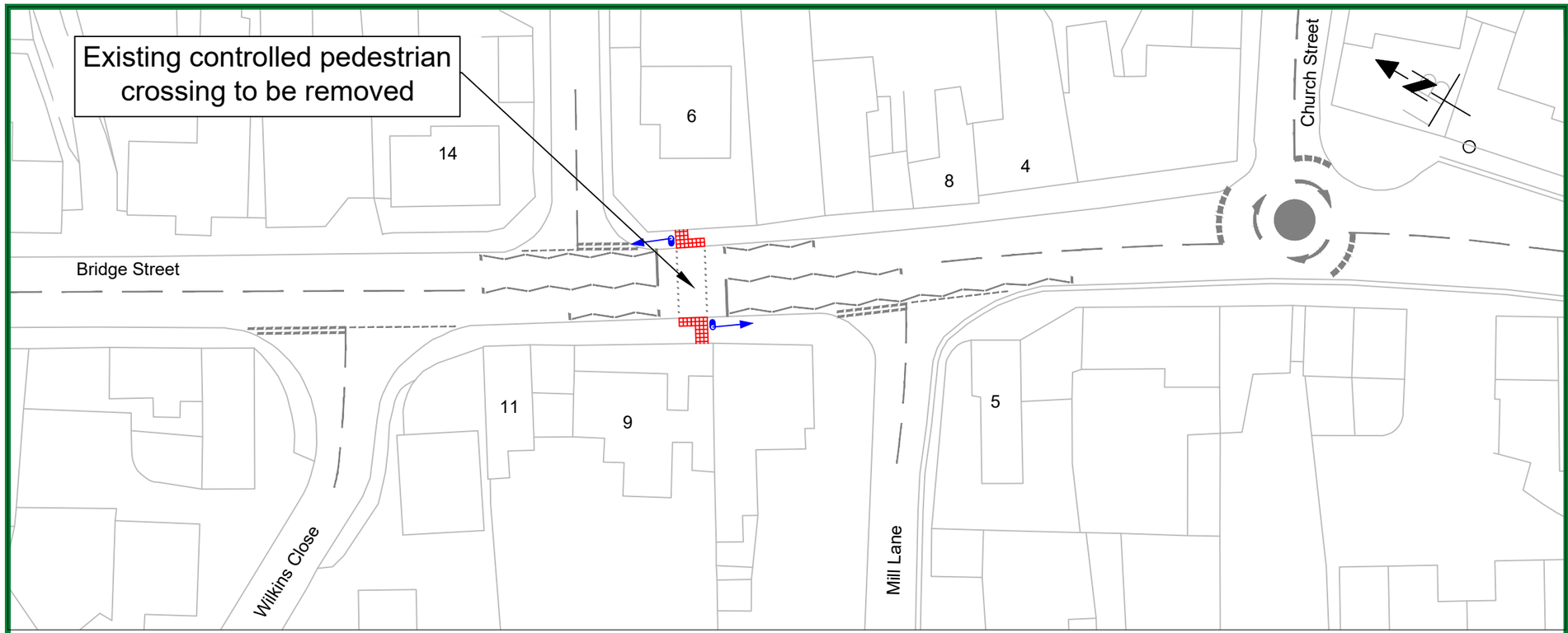
average vehicles 278 V
average peds 21 P

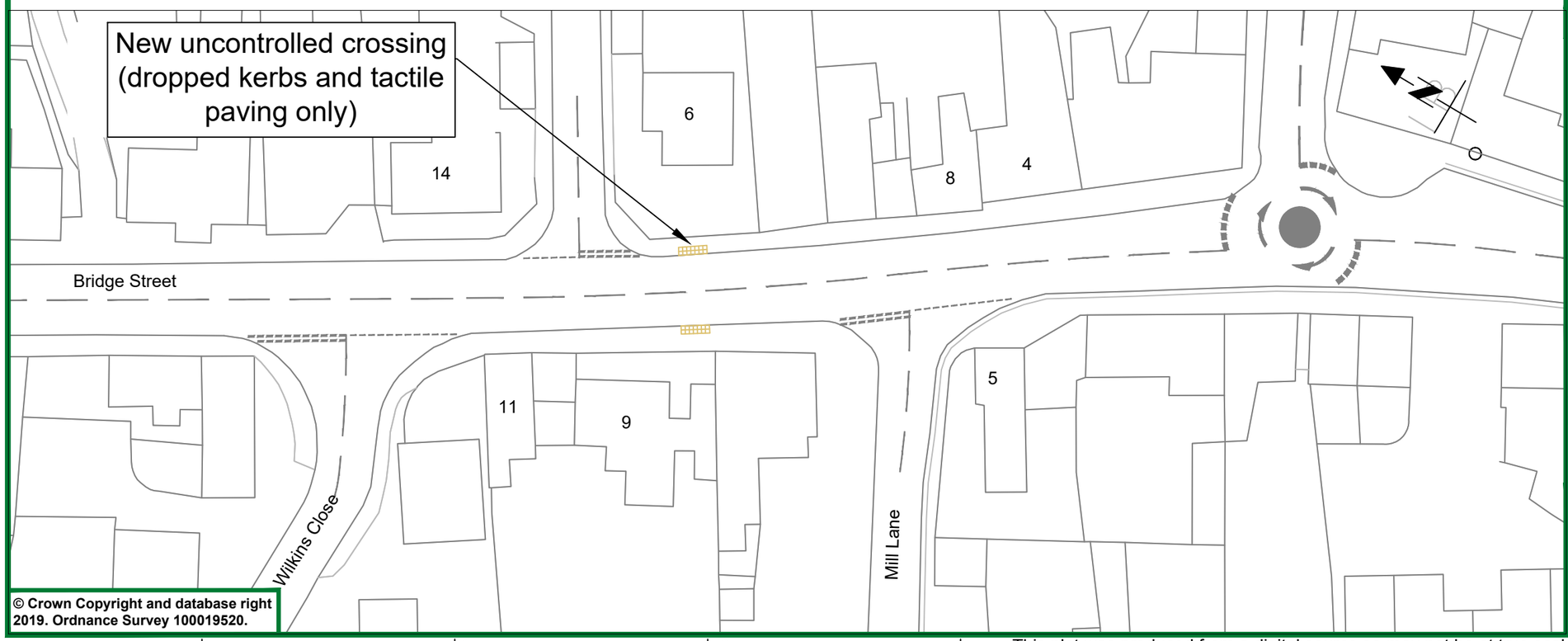
Adj PV2 = P x V x V x W x S x A x G

1%	**Not justified**

Unadjusted PV2 1%

Criteria for justification			
	Speed limit	Average flow	Adj PV2
Zebra	30	500	60%
Puffin	30, 40 or 50	N/A	90%





0mm 50mm 100mm 150mm 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.

NOTES

REV	DRN	AMENDMENT	DATE

Warwickshire County Council

Design Services

Design Services
Environment Services, Communities
Shire Hall Post Room
Warwick
CV34 4SP
Tel : 01926 410410
Web : www.warwickshire.gov.uk

FS 26655

C:\DesignServices\24.2\313\3 Drawings\3-01 AutoCAD\24.2---313-002.dwg

PROJECT

C61 - Bridge Street, Barford

Puffin Crossing Removal

TITLE

Consultation

Purpose of Drawing: Consultation

Drn	EB	Ck'd	GD	App'd	GD
Date	05-06-19	Date	20-06-19	Date	20-06-19

Status: Approved (Level 3)

Scale: 1:200

Sheet size: @ A3

DRG. NO.: 24.2---313-002

Rev.: -

Frame V2.6

Appendix C

Equality Impact Assessment/ Analysis (EqIA) Toolkit – Part 1 Introduction & Forms

December 2011

We are happy for other agencies to use this document for a non-commercial basis or to amend to meet their own needs, we do ask however that you acknowledge WCC.

Warwickshire County Council

Working for Warwickshire

Contents

Guidance notes are available as a separate document

1. Introduction

1.1 What is an Equality Impact Assessment/ Analysis (EqIA)?

An Equality Impact Assessment/ Analysis (EqIA) is a tool for identifying the potential impact of the county council's strategies, policies, services and functions on its customers and staff.

It is an evidence based assessment tool, to ensure and evidence that the service does not unlawfully discriminate and has due regard in line with the General and specific duties under the Public Sector Equality Duty 2011.

They can help anticipate the equality consequences of particular policy/service initiatives and ensure that as far as possible, any negative consequences for a particular group or sector of the community are eliminated, minimised or counterbalanced by other measures.

They are therefore essentially about service improvements and can help staff provide and deliver excellent services to customers by making sure that these reflect the needs of the community.

This toolkit has been produced to help managers undertake comprehensive and robust Equality Impact Assessments/ Analysis (EqIA) of all their core services or functions, strategies, policies, procedures and practices.

Please note that throughout this document the term 'policy/service' will be used to abbreviate for 'functions, strategies, policies, procedures and practices'.

1.2 Why undertake Equality Impact Assessments/ Analysis?

It is good practice and necessary if we are to continue delivering an inclusive Council services and deliver the Council's ambitious equalities agenda.

EqIA's will help us drive forward the equalities agenda locally and with our partners. The benefits of impact assessments include:

- Helping to identify whether we are excluding certain groups from our policies/ services;
- Helping to identify any unmet need and rectify any unmet needs for those with protected characteristics
- Helping to mainstream Equality & Diversity into our work
- Helping to improve our overall service delivery
- Helping us to target resources more effectively

Under the General duty of the Public Sector Equality Duty April 2011, **a public authority must, in the exercise of its functions, give due regard to the need to:**

a) **Eliminate discrimination, harassment, victimisation and any other prohibited conduct.**

b) **Advance equality of opportunity** (remove or minimise disadvantage; meet people's needs; take account of disabilities; encourage participation in public life).

c) **Foster good relations between people** (tackle prejudice and promote understanding).

The Equality Act 2010, provides cover to the following **protected characteristics**:

- **Age:** When considering disadvantage, take into account impacts on children and young people as well as adults, and cross-cutting impacts such as parents and carers (of younger, disabled and older people).
- **Disability:** A person has a disability if s/he has, or has had, a physical or mental impairment which has a substantial and long-term adverse effect on their ability to carry out normal day-to-day activities. Carers are covered 'by association'.
- **Gender reassignment:** A person who is proposing to undergo, is undergoing or has undergone gender reassignment.
- **Pregnancy and maternity:** Maternity refers to the period of 26 weeks after the birth (including still births).
- **Race**
- **Religion and belief:** Religious and philosophical beliefs including lack of belief.
- **Sex**
- **Sexual orientation**
- **Marriage and civil partnership:** (b and c of the General Duty mentioned above is not applicable)

The County Council must assess which of its policies and services are relevant to the various protected characteristics, and set out how they will:

- Monitor policies/services for any adverse impact on equality
- Assess and consult on the likely impact on proposed policies/services
- Make sure the public have access to information and services
- Train their staff in relation to the various duties

We want to ensure that our policies and practices do not discriminate against any group within our community and that we use every opportunity to promote equality of opportunity and good community relations. They can be used to focus on specific protected characteristics to help promote equality of opportunity for a particular group. For instance, certain sections of the community may be known to experience more disadvantage than others. They may be adversely affected by a policy or service or omitted from the benefits of the policy or service. The list below is not meant to be exhaustive; and your experience in a particular area of work might mean that you additionally look at other diversity issues.

You may want to consider the impact of the policy on the following:

- Different ethnic groups including white minorities

- Faith groups and faith issues
- Different sexes, including transgender
- Disabled and non-disabled people
- Gay men, lesbians and straight people
- Different age groups, for example older and younger people

1.3 Who is responsible for Equality Impact Assessments/ Analysis?

Equality Impact Assessments/ Analysis should be an integral part of policy development. The person conducting an EqIA should have a detailed understanding of the policy or service being assessed, and also be in a position to ensure changes can be made when they are needed.

The ownership and responsibility for an EqIA lies at Head of Service level, however, Service Managers and frontline staff are important in the assessment process as they will not only be involved in implementing the necessary actions identified following an assessment but also helping to integrate and mainstream equalities into service planning.

For some assessments, particularly smaller ones, it may be more appropriate to have a 'virtual team' with one or two people taking responsibility for it, but drawing on the knowledge and expertise of others as and when necessary. To avoid duplication, try and undertake an EqIA as part of a review. For example, if you are reviewing your service plan, an EqIA could be undertaken at the same time.

1.4 When should I carry out EqIA?

- ***Planned EqIA***

A timetable that lists priority services, functions, policies or strategies across all business units and service areas that require an EqIA. This list will have been agreed by the Group Equality & Diversity Group and identifies which officer is responsible and the planned timescale.

- ***EqIA of decisions***

The law requires us to consider equality for any 'proposed new or changing policies, services or functions', or financial decisions which would have an effect on services. EqIA should be carried out at the formative stage of policy making, before decisions are made.
The results of EqIA should be included with reports to decision makers as an attached EqIA form.

- ***EqIA and the commissioning cycle***

EqIA is relevant to commissioning at several stages; for example it provides a way to assess need, reviewing existing services, or develop service specifications.

If in doubt as to whether to undertake an EqIA, contact the equality team on 01926 412497 or email equalities@warwickshire.gov.uk

Warwickshire County Council

Equality Impact Assessment/ Analysis (EqIA)

Group	Environment Services
Business Units/Service Area	Engineering Design Services – Traffic Control & Information Systems (TC&IS)
Plan/ Strategy/ Policy/ Service being assessed	The removal of Puffin Crossing on Bridge Street near Mill Lane, Barford
Is this is a new or existing policy/service? **If existing policy/service please state date of last assessment**	Existing Puffin crossing implemented in April, 2003. 2011
EqIA Review team – List of members	Gafoor Din – Section Manager TC&IS
Date of this assessment	July, 2019
Signature of completing officer (to be signed after the EqIA has been completed)	
Are any of the outcomes from this assessment likely to result in complaints from existing services users and/ or members of the public? If yes please flag this with your Head of Service and the Customer Relations Team as soon as possible.	YES
Name and signature of Head of Service (to be signed after the EqIA has been completed)	Scott Tompkins
Signature of GLT Equalities Champion (to be signed after the EqIA is completed and signed by the completing officer)	

A copy of this form including relevant data and information to be forwarded to the Group Equalities Champion and the Corporate Equalities & Diversity Team

Warwickshire County Council

Working for Warwickshire

Form A1

INITIAL SCREENING FOR STRATEGIES/POLICIES/FUNCTIONS FOR EQUALITIES RELEVANCE TO ELIMINATE DISCRIMINATION, PROMOTE EQUALITY AND FOSTER GOOD RELATIONS

High relevance/priority Medium relevance/priority Low or no relevance/ priority

Note:
1. Tick coloured boxes appropriately, and depending on degree of relevance to each of the equality strands
2. Summaries of the legislation/guidance should be used to assist this screening process

Business Unit/Services:	Relevance/Risk to Equalities																										
State the Function/Policy /Service/Strategy being assessed:	Gender			Race			Disability			Sexual Orientation			Religion/Belief			Age			Gender Reassignment			Pregnancy/ Maternity			Marriage/ Civil Partnership (only for staff)		
	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Removal of Puffin Crossing on Bridge Street near Mill Lane, Barford			✓			✓	✓					✓			✓		✓				✓			✓			✓

Are your proposals likely to impact on social inequalities e.g. child poverty for example or our most geographically disadvantaged communities? **If yes please explain how.**	**NO**
Are your proposals likely to impact on a **carer** who looks after older people or people with disabilities? **If yes please explain how**.	**NO**

Form A2 – Details of Plan/ Strategy/ Service/ Policy

Stage 1 – Scoping and Defining	
(1) What are the aims and objectives of Plan/Strategy/Service/Policy?	Removal of Puffin Crossing on Bridge Street near Mill Lane, Barford
(2) How does it fit with Warwickshire County Council's wider objectives?	It complies with the current Policy for the Provision of Pedestrian Crossings. Constant approach for providing this type of facility thought out the County. Ensures that the available resources are used effectively.
(3) What are the expected outcomes?	Capital and revenue savings for not retaining the Puffin crossing
(4)Which of the groups with protected characteristics is this intended to benefit? (see form A1 for list of protected groups)	None
Stage 2 - Information Gathering	
(1) What type and range of evidence or information have you used to help you make a judgement about the plan/ strategy/ service/ policy?	12 hour (7 am to 7pm) pedestrian classified count (video); 12 hour (7 am to 7pm) vehicle classified count (video); Pedestrian injury accident record of the site over a period of last three years; Width of the road
(2) Have you consulted on the plan/ strategy/ service/policy and if so with whom?	County Councillor, Parish Council, letters to the residents directly affected by the proposal; Public Notice (on site and local newspaper); Police; Warwick District Council. During the consultation period we have only received one objection to the proposal from a resident in Sherbourne (who is registered as blind with Warwickshire County Council) and none from any residents actually living in Barford itself. His objection has been supported by (i) Royal National Institute of Blind People, (ii) The National Federation of the Blind of the UK and (iii) The Guide Dogs for the Blind Association.

(3) Which of the groups with protected characteristics have you consulted with?	A comprehensive list of groups and organisation were involved in the production of the County Council's third Local Transport Plan (2011 – 2026) and the existing policy on this matter was approved during this process.		
Stage 3 – Analysis of impact			
(1) From your data and consultations is there any adverse or negative impact identified for any particular group which could amount to discrimination? If yes, identify the groups and how they are affected.	RACE No	DISABILITY Yes - May take longer to cross the road i.e. visually impaired persons as they will not be able to see when it is safe to cross the road	GENDER No
	MARRIAGE/CIVIL PARTNERSHIP No	AGE Yes (May take longer to cross the road)	GENDER REASSIGNMENT No
	RELIGION/BELIEF No	PREGNANCY MATERNITY No	SEXUAL ORIENTATION No

(2) If there is an adverse impact, can this be justified?	Yes - A detailed investigation was carried out which included a 12 hour (7:00 am to 7:00 pm) pedestrian / vehicle survey which took place on 19 June, 2018 to monitor the use of the crossing. The average vehicle flow and pedestrians count over the four busiest hours in the day were 278 and 21 respectively. Based on these figures the justification was calculated to be 1%, therefore the outcome of the investigation based on the Council's policy is that a Puffin crossing is no longer justified at this location. It was also noted that during the period between 7:00 am and 7:00 pm only 128 pedestrians crossed the road. To justify this type of facility we normal expect an average vehicle flow and pedestrians count over the four busiest hours in the day to be 1000 and 90 respectively i.e. justification of 90%. The level of justification ensures that the available resources i.e. capital and revenue are used effectively.
(3)What actions are going to be taken to reduce or eliminate negative or adverse impact? (this should form part of your action plan under Stage 4.)	As part of the works when the Puffin crossing is being removed we will provide tactile paving and dropped kerbs in order to assist the disabled and visually impaired to cross the road. We will also monitor the effects over one year to determine if any highway improvements are required i.e. parking restriction, traffic calming measures, school crossing control person, variable message sign, etc.
(4) How does the plan/strategy/service/policy contribute to promotion of equality? If not what can be done?	It shows that we have a consistent approach on this matter countywide i.e. providing controlled pedestrian facilities where they are justified in accordance with the County Council policy. The investigation has indicated that vehicle movements have reduced considerable since the Puffin crossing was initially implemented in April 2003. This is because through traffic is now using the Barford bypass which was constructed in 2008. As a result, the degree of conflict between pedestrians and traffic has reduced. It has been observed that individuals are crossing the road without the aid of the Puffin crossing therefore the Puffin crossing is only occasionally being used during the whole day.

(5) How does the plan/strategy/service/policy promote good relations between groups? If not what can be done?	It shows that we have a consistent approach on this matter countywide i.e. providing controlled pedestrian facilities where they are justified in accordance with the County Council policy. In this case, the average vehicle flow and pedestrians count over the four busiest hours in the day was 278 and 21 respectively. Based on these figures the justification was calculated to be 1%, therefore the outcome of the investigation based on the policy is that a Puffin crossing is no longer justified at this location. It was also noted that during the period between 7:00 am and 7:00 pm only 128 pedestrians crossed the road. To justify this type of facility we would normally expect an average vehicle flow and pedestrians count over the four busiest hours in the day to be 1000 and 90 respectively.
(6) Are there any obvious barriers to accessing the service? If yes how can they be overcome?	No

Stage 4 – Action Planning, Review & Monitoring	
If No Further Action is required then go to – Review & Monitoring (1)Action Planning – Specify any changes or improvements which can be made to the service or policy to mitigate or eradicate negative or adverse impact on specific groups, including resource implications.	EqIA Action Plan

Action	Lead Officer	Date for completion	Resource requirements	Comments

(2) Review and Monitoring State how and when you will monitor policy and Action Plan	Once the crossing has been removed we will monitor the effects after a year to determine if any highway improvements are required i.e. parking restriction, traffic calming measures, school crossing control person, variable message sign, etc. This will be done by on site observations and by seeking feedback from the elected member for this area.

Please annotate your policy with the following statement:

'An Equality Impact Assessment/ Analysis on this policy was undertaken on (date of assessment) and will be reviewed on (date three years from the date it was assessed).

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Warwickshire County Council

Gafoor Din <gafoordin@warwickshire.gov.uk>

In Reply To: Removal of Puffin Crossing on Bridge Street near Mill Lane, Barford

1 message

Vaughan Rees [redacted] 22 July 2019 at 10:08
Reply-To: [redacted]
To: Gafoor Din <gafoordin@warwickshire.gov.uk>

Gafoor Din
Manager for Traffic Control & Information Systems | Engineering Design Services | Environment Services
Warwickshire County Council
T: (01926) 41 8065; *M*: 0777 5640844
E: gafoordin@warwickshire.gov.uk
A: Communities Directorate | Shire Hall Post Room | Northgate Street
Warwick CV34 4SP

22 July 2019

Dear Mr Din

I OBJECT, to the removal of the Puffin Crossing located within post code CV35 8EH on Bridge St. Barford, on the following grounds.

The low usage of the crossing has no relevance, as it is the only safe means of crossing Bridge St. by vulnerable user groups including children, the elderly/infirm,the physically disabled, people with sensory impairments, the blind and deaf/blind which includes the 21 persons who are registered as Visually Impaired (VI) with Warwickshire County Council who live within in the CV35 8 post code area, of whom 2 are Guide Dog owners . In addition the 41 registered VI persons living in the adjoining CV35 9 post code area who use or may potentially require to use this crossing.

No safe alternative to cross Bridge St. has been offered. The proposed dropped kerbs with tactile paving offer no protection to the above vulnerable groups of people, especially the Blind and Visually Impaired. As it is NOT mandatory for vehicular traffic to stop to allow pedestrians to cross at dropped kerbs.

At the current Puffin, light controlled crossing, it is mandatory for vehicular traffic to stop to allow pedestrians to cross.

I wish it to be noted that Warwick County Council have elected to disregard the Central Government directive to local authorities dated 28 Sept. 2018, which includes reference to formal crossings shown below. Signed by Kit Malthouse MP
Minister of State for Housing and Planning, Ministry of Housing, Communities & Local Government, and counter signed by Nusrat Ghani MP. Parliamentary Under Secretary of State Department for Transport

****
Directive follows.

Kit Malthouse MP
Minister of State for Housing and Planning
Ministry of Housing, Communities & Local Government Fry Building 2 Marsham Street
London SW1P 4DF
Tel: XXXXXXXXX Email: XXXXXXX@XXXXXXXXX www.gov.uk/dclg
Nusrat Ghani MP
Parliamentary Under Secretary of State
Department for Transport
Great Minster House 33 Horseferry Road London SW1P 4DR
Tel: XXXXXXXXXXXXX Email: XXXXXXXXi@XXXXXXXX www.gov.uk/dft
28th September 2018 development schemes that are currently at the planning application stage or beyond. For the avoidance of doubt, a level surface is a design feature in which the level difference between the footway and the carriageway is removed. The request to pause such schemes has led to a number of enquiries from developers, practitioners and planning authorities.

While authorities need to ensure that all schemes are designed with the needs of different users in mind, and satisfy their obligations under the equalities legislation, the focus of the pause is on level-surface schemes in areas with relatively large amounts of pedestrian and vehicular movement, such as high streets and town centres (outside of pedestrian zones). The pause does not apply to streets within new residential areas, or the redesign of existing

residential streets with very low levels of traffic, such as appropriately designed mews and cul-de-sacs, which take into account the relevant aspects of the National Planning Policy Framework and associated guidance.
Features often included in a shared space scheme, such as the minimal use of traffic signs and other traffic management related street furniture, removing traffic signals, removing/modifying formal and informal crossings, raised side road entry treatments, continuous footways, table junctions and shared use routes for pedestrians and cyclists are often integral parts of other traffic management schemes. The use of these features in traffic management schemes is not included in the request to pause level surface shared space schemes. The availability of formal crossings is particularly important for visually impaired people. Local authorities should consider how this need can be met in all schemes, including shared space.

Applying the National Planning Policy Framework
A proportionate approach should also be taken in applying related aspects of the National Planning Policy Framework, so that the nature of each site, its surroundings and its users are taken properly into account. Giving priority to pedestrians and cyclists, and addressing the needs of people with disabilities or reduced mobility, does not mean that segregated footways or cycle paths are always required. This is especially the case where traffic volume and speed will be low, such as within small housing schemes, or those parts of larger schemes designed as mews or cul-de-sac.

The Ministry of Housing, Communities and Local Government intend to review national planning practice guidance to sit alongside the revised National Planning Policy Framework, which will be published in due course. The Department for Transport, with the Scottish Government and Transport Scotland, will commission research on inclusive design which will also inform further advice on creating places that are accessible, inclusive and well- designed.
KIT MALTHOUSE MP NUSRAT GHANI MP
Statement Ends.

I refer to the sentence in the directive: " The availability of formal crossings is particularly important for visually impaired people. Local authorities should consider how this need can be met in all schemes, including shared space".

ERGO, EQUAL CONSIDERATION SHOULD BE DEMONSTRATED WHEN PLANNING TO REMOVE A CONTROLLED CROSSING WITH NO SAFE ALTERATIVE.

Sincerely
Vaughan Rees, (Registered as blind with Warwick County Council)
[redacted]
Please confirm receipt of this email. Thank you.
Copy:
Cllr. Les Cabourne, Portfolio Holder, with responsibility for Adult Social Care & Health at Warwick County Council.

Warwick Vision Services.

Federation of the blind of the UK.

Royal National Institute of Blind People

Guide Dogs for the blind Association

-----Original Message-----
From: Gafoor Din - Email Address: gafoordin@warwickshire.gov.uk
Sent On: 12/07/2019 17:15
Sent To: [redacted] - Email Address: [redacted]
subject: Removal of Puffin Crossing on Bridge Street near Mill Lane, Barford

Dear Mr Rees

As briefly discuss during our telephone conversation this afternoon;
Warwickshire
Council Council hereby gives notice of its intention to remove the Puffin crossing on Bridge Street near Mill Lane in Barford.
The Puffin crossing is nearing the end of its life cycle, and we have reviewed the justification for the Puffin crossing. The outcome of this review indicated that the crossing is now not justified in accordance with the County Council's policy for Pedestrian Crossings and therefore it is our intention to remove this Puffin crossing from the highway as shown on
attached drawing number 24.2 --313-002 this financial year.
The proposal is being formally advertised in the local press week ending 5th July 2019 and notices are also being put up on site. A copy of the public notice is attached for your information.

Should you wish to discuss this proposal in more detail, please do not hesitate to contact me by email to gafoordin@warwickshire.gov.uk or by phone 01926 418065. Any communications should be received by 2nd August 2019.

Kind regards - Gafoor

Gafoor Din
Manager for Traffic Control & Information Systems | Engineering Design Services | Environment Services
Warwickshire County Council
T: (01926) 41 8065; *M*: 0777 5640844
E: gafoordin@warwickshire.gov.uk
A: Communities Directorate | Shire Hall Post Room | Northgate Street
| Warwick
| CV34 4SP
www.warwickshire.gov.uk

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Warwickshire County Council

Gafoor Din <gafoordin@warwickshire.gov.uk>

RE: RNIB response to removal of puffin crossing on bridge street near Mill Lane, Barford

1 message

Samantha Fothergill <Samantha.Fothergill@rnib.org.uk> 25 July 2019 at 17:48
To: Gafoor Din <gafoordin@warwickshire.gov.uk>

Dear Gafoor

Thank you for your swift response to my email.

We wish to appeal against the removal of the appeal because, as our policy indicates, the removal of the crossing would place blind and partially sighted people who rely on signal controlled crossing in order to cross safely at a substantial disadvantage.

Kind regards

Samantha

Samantha Fothergill
Senior legal Advisor
Social Change
RNIB (Royal National Institute of Blind People)
105 Judd Street
London
WC1H 9NE

T. 020 7391 3292
E. samantha.fothergill@rnib.org.uk

-----Original Message-----
From: Gafoor Din [mailto:gafoordin@warwickshire.gov.uk]
Sent: 25 July 2019 17:39
To: Samantha Fothergill
Subject: Re: RNIB response to removal of puffin crossing on bridge street near Mill Lane, Barford

Dear Ms Fothergill

Thank you for your email dated 25 July, 2019 and sending me a copy of your policy position statement in respect of pedestrian crossings.

For your information the existing Puffin crossing at the above site is nearing the end of its life cycle and we have reviewed the justification for the Puffin crossing. The outcome of this review indicated that the crossing is now not justified in accordance with the County Council's policy for Pedestrian Crossings (https://apps.warwickshire.gov.uk/api/documents/WCCC-770-190 <https://apps.warwickshire.gov.uk/api/documents/WCCC-770-190>) and therefore it is our intention to remove this Puffin crossing from the highway as shown on attached drawing number 24.2 --313-002 this financial year.

Our investigation has indicated that the vehicle movements have reduced considerable since the Puffin crossing was initially implemented which is understandable since the Barford bypass was constructed in 2008 i.e. after the date when the crossing was installed in April 2003. Also, the pedestrian movement at this location are general low throughout the day, a survey carried out on 19 June, 2018 showed that during the period between 7:00 am and 7:00 pm only 128 pedestrians crossed the road; see attached result of the survey.

I acknowledge that you wish to object to the proposal but can you please be specific on what grounds? Should you wish to discuss this proposal in more detail, please do not hesitate to contact.

Kind regards - Gafoor

Gafoor Din

Manager for Traffic Control & Information Systems | Engineering Design Services | Environment Services
Warwickshire County Council
T: (01926) 41 8065; M: 0777 5640844
E: 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: Samantha Fothergill <Samantha.Fothergill@rnib.org.uk>
Date: Thu, 25 Jul 2019 at 16:31
Subject: RNIB response to removal of puffin crossing on bridge street near Mill Lane, Barford
To: gafoordin@warwickshire.gov.uk <gafoordin@warwickshire.gov.uk>

Dear Mr Din

We write with regard to the proposal to remove the puffin controlled crossing near Mill Lane Barford.

We wish to object to the removal of the crossing and enclose a copy of our policy position statement in respect of pedestrian crossing which explains our position.

Yours sincerely

Samantha Fothergill
Senior legal Advisor
Social Change
RNIB (Royal National Institute of Blind People)
105 Judd Street
London
WC1H 9NE

T. 020 7391 3292
E. samantha.fothergill@rnib.org.uk

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To help us continue removing the barriers that can stop people with sight loss thriving, visit www.rnib.org.uk <http://www.rnib.org.uk> to donate.

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Celebrating 150 years of creating change for blind and partially sighted people.
To help us continue removing the barriers that can stop people with sight loss thriving, visit www.rnib.org.uk to donate.

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Please note that the statements and views expressed in this email and any attachments are those of the author and do not necessarily represent those of RNIB.

RNIB Registered Charity Number: 226227

Website: https://www.rnib.org.uk

Warwickshire County Council

Gafoor Din <gafoordin@warwickshire.gov.uk>

Forwarded Email: In Reply To: Removal of Puffin Crossing on Bridge Street near Mill Lane, Barford

1 message

David Bates <bates100@btconnect.com> 23 July 2019 at 10:35
To: "gafoordin@warwickshire.gov.uk" <gafoordin@warwickshire.gov.uk>
Cc: [redacted]

The National Federation of the Blind of the UK NFBUK
David M Bates, Street Access Executive NFBUK.

For the Aattention of Gafoor Din,
Manager for Traffic Control & Information Systems | Engineering Design Services | Environment Services, Warwickshire County CouncilCommunities Directorate.

22 July 2019

Dear Mr Din

This organisation endorses the letter below sent by Mr Rees. The Equality Act and the Public Sector Equality Duty sets out in legislation enacted in 2010 the requirement that all Local Authorities must ensure that all members of the public, irrespective of any disability, have equal access to streets and other public areas. You will appreciate that it is highly dangerous for people who cannot see approaching vehicles to step out into the carriageway, and that they can only do this where there is a push–button crossing incorporating a red light which will enable them to cross the carriageway safely. Such controlled crossings tend to increase safety by reducing traffic speeds in these areas, and it seems incomprehensible that your authority should want to remove the existing controlled crossing in Barford which will contravene the above legislation, allow traffic to move faster, reduce pedestrian safety and exclude some blind people from visiting Barford. Presumably Barford is considered to be a traffic congestion point and your proposed measure will alleviate this problem and speed vehicles on their way. Mr Rees makes several other salient points, and we hope that your authority will decide not to discriminate against vulnerable people and retain the safe controlled vcrossing which you already have in Barford.

David M Bates, Street Access Executive NFBUK.
Direct line Tel: 01902 880885. Email: bates100@btconnect.com

The National Federation of the Blind of the United Kingdom.
Head Office: 215 Kirkgate Wakefield West Yorkshire WF1 1JG
Tel: 01924 29131 Email: admin@nfbuk.org Website: www.nfbuk.org

Original message:

Dear Mr Din,

I OBJECT, to the removal of the Puffin Crossing located within post code CV35 8EH on Bridge St. Barford, on the following grounds.

The low usage of the crossing has no relevance, as it is the only safe means of crossing Bridge St. by vulnerable user groups including children, the elderly/infirm,the physically disabled, people with sensory impairments, the blind and deaf/blind which includes the 21 persons who are registered as Visually Impaired (VI) with Warwickshire County Council who live within in the CV35 8 post code area, of whom 2

are Guide Dog owners . In addition the 41 registered VI persons living in the adjoining CV35 9 post code area who use or may potentially require to use this crossing.

No safe alternative to cross Bridge St. has been offered. The proposed dropped kerbs with tactile paving offer no protection to the above vulnerable groups of people, especially the Blind and Visually Impaired. As it is NOT mandatory for vehicular traffic to stop to allow pedestrians to cross at dropped kerbs.

At the current Puffin, light controlled crossing, it is mandatory for vehicular traffic to stop to allow pedestrians to cross.

I wish it to be noted that Warwick County Council have elected to disregard the Central Government directive to local authorities dated 28 Sept. 2018, which includes reference to formal crossings shown below.
Signed by Kit Malthouse MP
Minister of State for Housing and Planning, Ministry of Housing, Communities & Local Government, and counter signed by Nusrat Ghani MP.
Parliamentary Under Secretary of State Department for Transport
****
Directive follows.

Kit Malthouse MP
Minister of State for Housing and Planning
Ministry of Housing, Communities & Local Government Fry Building 2
Marsham Street
London SW1P 4DF
Tel: XXXXXXXXX Email: XXXXXXX@XXXXXXXXX www.gov.uk/dclg
Nusrat Ghani MP
Parliamentary Under Secretary of State
Department for Transport
Great Minster House 33 Horseferry Road London SW1P 4DR
Tel: XXXXXXXXXXXXX Email: XXXXXXXXi@XXXXXXXX www.gov.uk/dft
28th September 2018 development schemes that are currently at the planning application stage or beyond. For the avoidance of doubt, a level surface is a design feature in which the level difference between the footway and the carriageway is removed. The request to pause such schemes has led to a number of enquiries from developers, practitioners and planning authorities.

While authorities need to ensure that all schemes are designed with the needs of different users in mind, and satisfy their obligations under the equalities legislation, the focus of the pause is on level-surface schemes in areas with relatively large amounts of pedestrian and vehicular movement, such as high streets and town centres (outside of pedestrian zones). The pause does not apply to streets within new residential areas, or the redesign of existing residential streets with very low levels of traffic, such as appropriately designed mews and cul-de-sacs, which take into account the relevant aspects of the National Planning Policy Framework and associated guidance.
Features often included in a shared space scheme, such as the minimal use of traffic signs and other traffic management related street furniture, removing traffic signals, removing/modifying formal and informal crossings, raised side road entry treatments, continuous footways, table junctions and shared use routes for pedestrians and cyclists are often integral parts of other traffic management schemes. The use of these features in traffic management schemes is not included in the request to pause level surface shared space schemes. The availability of formal crossings is particularly important for visually impaired people. Local authorities should consider how this need can be met in all schemes, including shared space.

Applying the National Planning Policy Framework
A proportionate approach should also be taken in applying related aspects of the National Planning Policy Framework, so that the nature of each site, its surroundings and its users are taken properly into account. Giving priority to pedestrians and cyclists, and addressing the needs of people with disabilities or reduced mobility, does not mean

that segregated footways or cycle paths are always required. This is especially the case where traffic volume and speed will be low, such as within small housing schemes, or those parts of larger schemes designed as mews or cul-de-sac.

The Ministry of Housing, Communities and Local Government intend to review national planning practice guidance to sit alongside the revised National Planning Policy Framework, which will be published in due course. The Department for Transport, with the Scottish Government and Transport Scotland, will commission research on inclusive design which will also inform further advice on creating places that are accessible, inclusive and well- designed.
KIT MALTHOUSE MP NUSRAT GHANI MP
Statement Ends.
I refer to the sentence in the directive: " The availability of formal crossings is particularly important for visually impaired people. Local authorities should consider how this need can be met in all schemes, including shared space".

ERGO, EQUAL CONSIDERATION SHOULD BE DEMONSTRATED WHEN PLANNING TO REMOVE A CONTROLLED CROSSING WITH NO SAFE ALTERATIVE. Sincerely
Vaughan Rees, (Registered as blind with Warwick County Council)
[redacted]
Please confirm receipt of this email. Thank you.
Copy:
Cllr. Les Cabourne, Portfolio Holder, with responsibility for Adult Social Care & Health at Warwick County Council.
Warwick Vision Services.

Federation of the blind of the UK.

Royal National Institute of Blind People

Guide Dogs for the blind Association
-----Original Message-----
From: Gafoor Din - Email Address: gafoordin@warwickshire.gov.uk
Sent On: 12/07/2019 17:15
Sent To: [redacted] - Email Address: [redacted]
subject: Removal of Puffin Crossing on Bridge Street near Mill Lane, Barford

Dear Mr Rees

As briefly discuss during our telephone conversation this afternoon; Warwickshire
Council Council hereby gives notice of its intention to remove the Puffin crossing on Bridge Street near Mill Lane in Barford.
The Puffin crossing is nearing the end of its life cycle, and we have reviewed the justification for the Puffin crossing. The outcome of this review indicated that the crossing is now not justified in accordance with the County Council's policy for Pedestrian Crossings and therefore it is our intention to remove this Puffin crossing from the highway as shown on attached drawing number 24.2 --313-002 this financial year.
The proposal is being formally advertised in the local press week ending 5th July 2019 and notices are also being put up on site. A copy of the public notice is attached for your information.
Should you wish to discuss this proposal in more detail, please do not hesitate to contact me by email to gafoordin@warwickshire.gov.uk or by phone 01926 418065. Any communications should be received by 2nd August 2019.

Kind regards - Gafoor

Gafoor Din
Manager for Traffic Control & Information Systems | Engineering Design Services | Environment Services
Warwickshire County Council
T: (01926) 41 8065; *M*: 0777 5640844
E: gafoordin@warwickshire.gov.uk

A: Communities Directorate | Shire Hall Post Room | Northgate Street
| Warwick
| CV34 4SP
www.warwickshire.gov.uk

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In support of the objection to the removal of the Puffin Crossing located within post code CV35 8EH on Bridge St. Barford – as raised by Mr V Rees, July 2019.

Dear Mr Din

I understand that notice has been given of intention to remove the Puffin crossing on Bridge street near Mill Lane in Barford.

As the organisation Guide Dogs for the Blind, with a local training centre in Leamington Spa, we feel it important to support the objection regarding the removal of a controlled crossing point.

Our ambition is for a future where every person with sight loss has the confidence and support to live their lives to the full, and we feel it necessary to highlight the needs of the blind and partially sighted in our communities whilst also considering the overall needs of the community.

You might be aware that our organisation enables safe and independent mobility either through Guide Dogs, cane travel or by sighted guide and consideration of the built environment and safe access is a major part of this work. We will plan and advise routes using safe and/or controlled crossing points.

It is unusual to hear about the removal of an existing controlled crossing point that had originally been provided to enable safe access, and the statement indicating it is not justified under the County Council's policy for Pedestrian Crossings raises concerns. Added to this we understand that a safe alternative to cross Bridge Street has not been offered.

Guide Dogs wishes to support the current objections that have been made on the information provided to us. We would also like to offer the Council any information about our services and to inform on any decisions that relate to safe and independent mobility within our environments.

Yours sincerely

Graham Kensett
Head of Canine Assisted Operations – Midlands
Guide Dogs
Leamington Spa

Pedestrian Crossings

June 2019
Date for next review: August 2019

What we think

This policy position statement addresses the need for pedestrian crossings and contrasts different types of pedestrian crossings in terms of their impact on accessibility.

Blind and partially sighted people rely on accessible streets in order to make walking journeys to access local amenities and public transport links. Their ability to get around on similar terms to everyone else is strongly affected by how the public space is designed.

A public space where blind and partially sighted people feel confident to move around independently is inclusive.

In contrast, a non-inclusive public space is where people report they find it difficult to navigate, feel out of control in judging what other road users may be doing and at risk of personal injury. Typically people express these experiences by choosing not to use walking routes through those areas. This is called ‘self-exclusion’ and unless picked up by surveys and monitoring exercises, will not show up on usage statistics.

Public spaces must be designed inclusively so blind and partially sighted people do not self-exclude, and like everyone else, can create and maintain their home and family life, access key services, commute to work and keep active and healthy.

The purpose of a pedestrian crossing is not only to provide a safe route across a cycletrack or road, but to provide an auxiliary aid that says when it is safe to cross for people who cannot visually detect the presence or intentions of other road users.

Importantly there are two categories of pedestrian crossing. Formal crossings and informal crossings. Formal crossings give the pedestrian right of way either after a signal is given, or by stepping onto the crossing itself. Informal crossings do not provide pedestrians with either facility.

We think formal crossings that provide blind and partially sighted pedestrians with an accessible signal when it is safe to cross (such as Pelican and Puffin crossings that provide an audio and rotating tactile cone facility) are the only fully inclusive pedestrian crossing designs at the current time.

Formal crossings that do not provide the audio or tactile signal facility to indicate when it is safe to cross (such as Zebra crossings) do provide the right of way, but do not enable a blind or partially sighted person to judge when other road users are stopping to let them cross. There is an inherent ‘danger zone’ with this design which is normally avoided via visual communication between the pedestrian and the drivers or cyclists approaching or near the crossing. For example, where a pedestrian sees the vehicle is moving too fast to stop in time they will judge it safer not to attempt to cross. Where a driver or cyclist is preparing to stop the pedestrian will see and cross when they are sure. However, the danger zone with Zebra crossings cannot be independently managed by people with sight loss who aren’t able to see the presence or intentions of other road users. They may be unable to detect the sounds the vehicles are making either, especially where the vehicle is a bicycle or an electrically powered device or motor vehicle.

Informal crossing points (Courtesy crossings) and open areas where everyone is expected to cross when appropriate such as in a shared space or shared use area, rely on pedestrians and other road users regulating their movement principally through visual communication. These are experienced as non-inclusive spaces to blind and partially sighted people.

What’s happening now

Since their introduction fifty years ago, the Pelican crossing has been gradually disappearing from many streets across the UK as part of re-development schemes.

Pelican crossings were originally put in to improve pedestrian safety. The reasons for removing these crossings varies but it is clear the comparatively recent trend to manage vehicle speeds through ‘shared space’ and ‘shared use’ design has had a major impact. The ‘shared’ theory assumes drivers behave more responsibly and drive more slowly when there are no traffic light controlled crossings for pedestrians to use. However, recently published traffic speed measurements taken at the flagship shared space scheme built by Kensington and Chelsea Borough

Council on Exhibition Road in London shows average traffic speeds have risen substantially since the introduction of the shared space scheme (RBKC, 2018).

The recent increases in investment in cycling and cycleway infrastructure in the UK has also caused a greater need for cycleway crossings for pedestrians. At present this need is only partly being met by mini-Zebra crossings installed in some locations. However, because of the need for pedestrians to make and read visual cues to use Zebra crossings to safely cross cycleways, and because cycles are too quiet to safely detect by listening alone, these are not fully inclusive crossings for blind and partially sighted people.

We are concerned wherever inclusive crossings are being removed or replaced by less accessible crossings, such as Zebra crossings. We think it is vital to get inclusive design right from the start. Spending public money building non-inclusive pedestrian routes and crossings, and then having to retrofit accessibility, is inefficient and endangers both pedestrians and road users.

The problems associated with lack of inclusive crossing points are made clear by what people report in increasing numbers. They are forced to step out in front of on-coming traffic with no facility that provides them with an auxiliary aid to tell them when drivers and cyclists have stopped.

Blind and partially sighted people tell us this results in them reducing or ‘self-excluding’ from making walking journeys. They also tell us they are forced to make walking journeys much longer than they need to be just to get to the section of a road where an inclusive crossing point has been retained or installed. We are also receiving reports of blind and partially sighted people hit by bicycles, which have caused significant injury to one or both parties.

Other issues relate to the way inclusive crossing facilities are built and maintained. People report regularly that audio and tactile cone facilities on the beacons are faulty, or that audio and tactile indicators are completely missing. Where a crossing is not fitted with dual audio and tactile indicators, it creates a hazard. For many blind and partially sighted people who cannot see on-coming traffic they rely entirely on the audio and tactile indicators as their primary source of safety information.

What must happen

Local authorities must embed accessibility into everything they do; including the provision of fully inclusive and accessible pedestrian crossings that provide the pedestrian with an accessible signal when it is safe to cross. New cycleways, pedestrian routes and public spaces must be designed to promote inclusion for everyone and proactively address and manage danger zones and street designs that create areas that people may avoid or self-exclude.

Local authorities should:

- Follow best practice set out by the Department of Transport and ensure that all Pelican and controlled crossings are fitted with both audio and tactile indicators, have dropped kerbs with red blister tactile paving.

- Importantly, local authorities must ensure blind and partially sighted people can get in touch via email, telephone and online, to notify the authority of:
  - Obstructed crossing points, damaged equipment including faults with audio / tactile indicators.
  - Crossing beacons with no audio / tactile indicators fitted.
  - Locations where traffic flow has undergone a significant change and where a crossing may have been removed, relocated or where there is a need for a new inclusive crossing facility.

Local authorities should react quickly to these reports, sending an engineer to assess the site, and to keep people affected properly informed of action taken.

Signal controlled pedestrian crossings such as Pelican and Puffin crossings must be installed within reasonable distances, particularly along key routes used to access important services (for example: hospitals, schools, council services, transport links and community spaces).

What RNIB is doing

We support blind and partially sighted people to campaign locally on accessible streets and transport, including to promote inclusive crossings and design and challenge design when it is not accessible.

At present there are no provisions in regulation for audible and tactile beacons on Zebra, mini-Zebra or cycleway crossings, unless a full Pelican or Puffin crossing is used. With a dramatic increase in the need for fully inclusive crossings and walking routes to ensure new schemes that are being developed are inclusive, we are actively pressing for new inclusive crossing facilities to be developed.

We are keen to engage with local authorities, planners, designers and engineers to identify solutions to the current problems and welcome the opportunity to discuss any issue covered in this RNIB policy position statement.

Staff contact

Questions related to any aspect of this Position Statement should be directed to Hugh Huddy, Policy and Campaigns Manager, RNIB.

This position statement will be reviewed in August 2019 or as needed.

References:

RBKC (Royal Borough of Kensington and Chelsea): Exhibition Road Pedestrian Behaviour Study. (2018). Project no: 70042046. [online]. London: WSP, p.7. Available from: https://www.rbkc.gov.uk/exhibitionroad/sites/default/files/atoms/files/Exhibition_Road_Pedestrian_Behaviour_Study_0.pdf

Related policy positions

- Cycling and Cycleways Policy Position Statement
- Shared Use Areas and Pathways Policy Position Statement
- Access to bus stops (Bus Stop Bypasses and Bus Stop Borders) Policy Position Statement
- Kerbs: Detectable Footways, Cycleways and Roads Policy Position Statement
- Continuous Footways Policy Position Statement

Appendix

What are the main types of pedestrian crossings?

Pelican (Pedestrian Light Controlled) Crossings

Pelicans are signal-controlled crossings operated by pedestrians. Control push buttons located on the traffic light posts on either sides of the road activate the traffic lights. To signal to pedestrians when it is safe to cross, a green walking person symbol is shown on the opposite side of the road. Pelican crossings should have non-visual cues such as audio bleeps and tactile rotating cones on the underside of the push button boxes, to indicate to blind and partially sighted pedestrians when it is safe to cross.

Having the audio bleeps emitting from the opposite side of the road gives blind and partially sighted pedestrians an audio beacon to follow, helping them move out of the road and locate the pavement on the other side quickly and safely. Red blister tactile paving should also lead to the crossing point to enable blind and partially sighted people to locate it and the push button box. Because of these specific features, Pelican crossings are generally the most accessible for disabled pedestrians, including those who are blind and partially.

Puffin (Pedestrian User-Friendly Intelligent) Crossings

Puffins are signal-controlled crossings operated by pedestrian control push buttons and smart infra-red cameras (and sometimes heat sensors) which detect the presence of pedestrians at the crossing point and the speed at which they cross the road. The smart technology can extend the time that the red signal light shows for traffic if pedestrians are taking longer to cross than expected, and can also cancel a request to cross (by push button) if it detects the pedestrian has moved away from the crossing point.

To signal to pedestrians when it is safe to cross, a green walking person symbol is shown at eye level directly above the push button box (this is different to pelican crossings where pedestrian signal lights are on the opposite side of the road). Some Puffin crossings have non-visual cues such as audio bleeps and tactile rotating cones on the underside of the push button boxes, to indicate to blind and partially sighted pedestrians when it is safe to cross. Red blister tactile paving should also lead to the crossing point to enable blind and partially sighted people to locate it and the push button box. Similar to Pelican crossings, the audio and tactile

aids mean Puffin crossings are inclusive crossings and accessible for blind and partially sighted pedestrians.

Zebra Crossings

Zebras are crossings where a path across the carriageway for pedestrians is marked by white and black stripes and sometimes flashing yellow (Belisha) beacons on poles at either side of the road crossing. They do not have any traffic control lights. Red blister tactile paving should also lead to the crossing point to enable blind and partially sighted people to locate it.

When pedestrians want to cross, they must step out on to the carriageway to indicate their intentions to road users who should then stop to allow them to cross safely. To signal to pedestrians when it is safe to cross (i.e. when the road users have seen that they are intending to do so), road users make eye contact with pedestrians and offer visual cues such as a nod. Pedestrians must look and listen out for road users while using zebra crossings to ensure they have been seen.

Because of the need for pedestrians to make and read visual cues to use zebra crossings to safely cross carriageways, these are not accessible crossings for blind and partially sighted people. The rise in use of silent vehicle, such as cycles and electric vehicles, means relying on listening alone is no longer a safe way for blind and partially sighted people to judge if it is safe to cross.

Toucan (Two Can) Crossings

Toucans are signal-controlled crossings where both pedestrians and cycles can cross the carriageway. Control push buttons located on the traffic light posts on either side of the road activate the traffic lights, which can be activated by pedestrians and by cycles.

To signal to pedestrians and cycles when it is safe to cross, a green walking man symbol and a green cycle symbol are shown. The pedestrian/cycle signal lights can be directly above the push button box (as with puffin crossing), or on the opposite side of the road (as with pelican crossings). Sometimes pedestrians and cycles are segregated when crossing by markings on the road, sometimes crossings are shared use. Toucans should have non-visual cues such as tactile rotating cones on the underside of the push button boxes and sometimes audio bleeps, to indicate to blind and partially sighted pedestrians when it is safe to cross. Red blister tactile paving should

also lead to the crossing point to enable blind and partially sighted people to locate it and the push button box.

Because cycles are so heard to see or hear for blind and partially sighted people, and because Toucan crossings encourage shared use between cycles and pedestrians, they are not an inclusive or accessible crossing type.

Courtesy Crossings

Courtesy crossings are points where pedestrians are encouraged to cross the road. To indicate this, Courtesy crossings sometimes have dropped kerbs on either side of the road, or have raised tables where the road is raised to pavement level to create a continuous footway crossing, or have colour paint or treatment on the road crossing surface. They do not have any traffic control lights. Yellow blister tactile paving should also lead to the crossing point to enable blind and partially sighted people to locate it.

When pedestrians want to cross, they must either wait for a gap in traffic or step out on to the carriageway to indicate their intentions to road users who should then stop to allow them to cross safely. To signal to pedestrians when it is safe to cross (i.e. when the road users have seen that they are intending to do so), road users make eye contact with pedestrians and offer visual cues such as a nod. Pedestrians must look and listen out for road users while using courtesy crossings to ensure they have been seen.

Because of the need for pedestrians to make and read visual cues to use Courtesy crossings to safely cross carriageways, these are not accessible crossings for blind and partially sighted people. The rise in use of silent vehicle, such as cycles and electric vehicles, means relying on listening alone is no longer a safe way for blind and partially sighted people to judge if it is safe to cross.

Document ends.

Ministry of Housing, Communities & Local Government

Department for Transport

Kit Malthouse MP
Minister of State for Housing and Planning

Ministry of Housing, Communities & Local Government
Fry Building
2 Marsham Street
London
SW1P 4DF

Tel: XXXXXXXXX
Email: XXXXXXX@XXXXXXXXX
www.gov.uk/dclg

Nusrat Ghani MP
Parliamentary Under Secretary of State

Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

Tel: XXXXXXXXXXXXX
Email: XXXXXXXXi@XXXXXXXX
www.gov.uk/dft

28th September 2018

Dear Chief Executive

Shared space schemes

We are writing to clarify the approach that should be taken to shared space schemes following the publication of the Department for Transport's Inclusive Transport Strategy and the Ministry for Housing, Communities and Local Government's National Planning Policy Framework in July.

Creating places that are attractive and work well for everyone should be a central goal of street design, whether as part of new developments or through improving existing areas. As part of this, we need to secure a step-change in how we design streets and communities that are accessible and inclusive for all.

The National Planning Policy Framework emphasises the importance of prioritising walking and cycling, and addressing the needs of people with disabilities and reduced mobility. The Inclusive Transport Strategy covers a number of issues, including the design, function and use of shared space, which is one approach which has been used to create attractive places and reduce the dominance of motor traffic.

In response to concerns raised about shared space and navigability, the Inclusive Transport Strategy asked local authorities to pause the introduction of new shared space schemes that feature a level surface, and which are at the design stage. This therefore does not apply to

development schemes that are currently at the planning application stage or beyond. For the avoidance of doubt, a level surface is a design feature in which the level difference between the footway and the carriageway is removed. The request to pause such schemes has led to a number of enquiries from developers, practitioners and planning authorities.

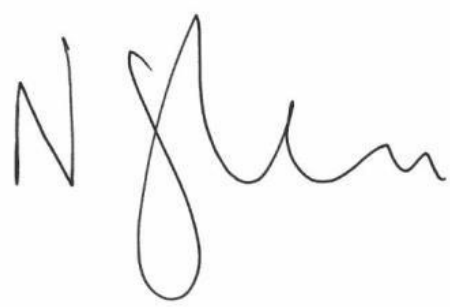
While authorities need to ensure that all schemes are designed with the needs of different users in mind, and satisfy their obligations under the equalities legislation, the focus of the pause is on level-surface schemes in areas with relatively large amounts of pedestrian and vehicular movement, such as high streets and town centres (outside of pedestrian zones). The pause does not apply to streets within new residential areas, or the redesign of existing residential streets with very low levels of traffic, such as appropriately designed mews and cul-de-sacs, which take into account the relevant aspects of the National Planning Policy Framework and associated guidance.

Features often included in a shared space scheme, such as the minimal use of traffic signs and other traffic management related street furniture, removing traffic signals, removing/modifying formal and informal crossings, raised side road entry treatments, continuous footways, table junctions and shared use routes for pedestrians and cyclists are often integral parts of other traffic management schemes. The use of these features in traffic management schemes is not included in the request to pause level surface shared space schemes. The availability of formal crossings is particularly important for visually impaired people. Local authorities should consider how this need can be met in all schemes, including shared space.

Applying the National Planning Policy Framework

A proportionate approach should also be taken in applying related aspects of the National Planning Policy Framework, so that the nature of each site, its surroundings and its users are taken properly into account. Giving priority to pedestrians and cyclists, and addressing the needs of people with disabilities or reduced mobility, does not mean that segregated footways or cycle paths are always required. This is especially the case where traffic volume and speed will be low, such as within small housing schemes, or those parts of larger schemes designed as mews or cul-de-sac.

The Ministry of Housing, Communities and Local Government intend to review national planning practice guidance to sit alongside the revised National Planning Policy Framework, which will be published in due course. The Department for Transport, with the Scottish Government and Transport Scotland, will commission research on inclusive design which will also inform further advice on creating places that are accessible, inclusive and well-designed.



KIT MALTHOUSE MP

NUSRAT GHANI MP

Decision Record – Objection to the removal of the Puffin crossing on Bridge Street near Mill Lane, Barford.

Cabinet Portfolio Holder taking the decision	Councillor Jeff Clarke Transport & Planning
Date of Decision (not before 18 October 2019)	21/10/2019

Decision Taken

That the Portfolio Holder approves the removal of the Puffin crossing on Bridge Street as advertised in accordance with the Road Traffic Regulation Act 1984 – Section 23.

Reasons for Decisions

Where objections have been received to a road traffic order the approval of the Portfolio Holder to their implementation is required.

Background Information

The Puffin crossing on Bridge Street, Barford, is nearing the end of its life cycle and in accordance with the County Council's policy for Pedestrian Crossings the justification for the Puffin crossing has been reviewed.

A detailed investigation was carried out which included a 12 hour (7:00 am to 7:00 pm) pedestrian / vehicle survey which took place on 19 June, 2018 to monitor the use of the crossing. The average vehicle flow and pedestrians count over the four busiest hours in the day were 278 and 21 respectively, see Appendix A. Based on these figures the justification was calculated to be 1%, therefore the outcome of the investigation based on the policy is that a Puffin crossing is no longer justified at this location.

The investigation has indicated that vehicle movements have reduced considerably since the Puffin crossing was initially implemented in April 2003. This is because through traffic is now using the Barford bypass which was constructed in 2008. As a result, the degree of conflict between pedestrians and traffic has reduced.

The outcome of the investigation has indicated that this Puffin crossing in now not justified in accordance with the County Council's policy for Pedestrian Crossings which was adopted in 2011.

The proposal has been assessed by the County Council's Road Safety Engineers; who have not raised any safety concerns with this proposal.

It is estimated the scheme to remove the crossing will cost £14,000 to implement and save the annual maintenance and routine inspections costs of £960 per year. This would be funded from the Capital Budget.

If the Puffin crossing was retained, then the traffic signal equipment will need to be replaced at a cost of approximately £18,000 which will need to be funded from the Capital Budget.

During the consultation period we have received one objection from a resident to the proposal; which is supported by (i) Royal National Institute of Blind People, (ii) The National Federation of the Blind of the UK and (iii) The Guide Dogs for the Blind Association.

It has been acknowledged by The Guide Dogs for the Blind Association that they recognise that there are always fine balances required where cost v benefits are concerned.

Financial Implications

It is proposed to utilise monies from the Capital Budget to fund the removal of the Puffin crossing. A budget provision of £14,000 has been included in the Capital Programme for 2019/20.

An annual saving of £920 will be made from the revenue budget due to the removal of the Puffin crossing.

Report Author	Gafoor Din
Assistant Director	David Ayton-Hill
Strategic Director	Mark Ryder
Portfolio Holder	Councillor Jeff Clarke

Checklist

Urgent matter?	N
Confidential or Exempt? (State the category of exempt information)	N
Is the decision contrary to the budget and policy framework?	N

List of Reports considered

Link to published proposed decision report:
https://democratic.warwickshire.gov.uk/cmis5/Calendarofmeetings/tabid/73/ctl/ViewMeetingPublic/mid/410/Meeting/4599/Committee/593/Default.aspx

List of Background Papers

None

Members and officers consulted or informed

Portfolio Holder – Councillor Jeff Clarke
Corporate Board
Legal – Ian Marriott
Finance – Virginia Rennie
Equality – Keira Rounsley
Democratic Services – Paul Williams

Local Member:
Councillor Les Caborn

Other Members:
Councillors Cockburn, Phillips, Shilton, Chattaway, Chilvers, Roodhouse and Clarke