

# Portfolio Holder Decision

## Proposed Puffin Crossing - Coventry Road, near Rectory Drive, Exhall Bedworth

<b>Portfolio Holder</b>	<b>Portfolio Holder for Transport and Planning</b>
<b>Date of decision</b>	<b>17<sup>th</sup> February 2023</b>
	<b>Signed</b>

### 1. Decision taken

That the Portfolio Holder for Transport and Planning approves:

- 1.1 The installation of a Puffin Crossing on the B4113 Coventry Road, near Rectory Drive, Exhall, Bedworth in accordance with Section 23 of the Road Traffic Regulation Act 1984.

### 2. Reasons for decisions

- 2.1 Where objections have been received (and not withdrawn) to advertised traffic orders it is necessary for the Portfolio Holder, in consultation with the local member(s), to decide whether to proceed with the order.
- 2.2 Four objections have been received as detailed at paragraph 3.6 below.

### 3. Background information

- 3.1 The primary purpose of the proposed Puffin Crossing is to improve the safety for School children crossing the Coventry Road to access All Saints Junior School and The Cannon`s C of E School, local amenities, and Baynton Road Industrial Estate.
- 3.2 The site of the proposed Puffin Crossing is located on Black Bank /B4113 Coventry Road just North of Rectory Drive which is residential in nature with housing situated on both sides of the road, and the Old Black Bank PH. It is subject to a 30mph Speed Limit.
- 3.3 The results of the pedestrian survey for a formalised crossing on the Coventry Road just North of Rectory Drive by the Old Black Bank PH ,Bedworth was evaluated, and the survey results indicated that a pedestrian and vehicle2 value of 105% was recorded for the highest hour crossing at this point,

this is well above the 90% required to justify a Puffin Crossing.

See Appendix A Proposed Plan of Puffin Crossing.

- 3.4 The Road Traffic Regulation Act 1984, Section 23, requires that before establishing, altering, or removing a pedestrian crossing facility, the local traffic 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 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. The public notice was also published in the Nuneaton News on .1<sup>st</sup> December 2021.
- 3.5 During the consultation period between 2<sup>nd</sup> December 2021 and 31<sup>st</sup> December 2021 there were four objections received relating to the proposed crossing.
- 3.6 Details of the 4 Objections and the officers responses are detailed below

### **Objection 1)**

I wish to object as the plans appear to show a narrowing of the carriageway at the point of the crossing, which is going to make cycling even more unpleasant than it already is in this area-coming from Bedworth there are lots of parked cars and cyclists are going uphill.

The LTP3, which as far as I am aware, is still the relevant document should be leading to all schemes being better for sustainable transport in particular pedestrians and cyclists, not worse.

The Cycle Forum has been assured that the cycle route from Bedworth to Coventry is virtually ready to go and yet this application does not seem to take any action of that. I worked close to this location for 7 years and so I am very familiar with the road layout here. I am all in favour of a crossing for pedestrians, but it must not be at the detriment to cyclists.

Please can you confirm that this will be looked at in relation to the proposed cycle route along this section and ensure that the schemes are fully integrated to ensure cyclist safety as well as pedestrian safety before any approval is granted.

### **Engineers Response:**

In the design of this Puffin Crossing, officers have worked within the Policies referred to in the LTP3 Local Transport Plan for 2011-2026, Policy SSTS2 Improving Walking Routes to School -The County will continue to review pedestrian routes to School and implement infrastructure improvements where large number of pupils will benefit.

SSTS3 Improving Cycling Routes to School- The County Council will expand and promote the availability of safe cycling routes to school.SSTS4 The County Council will work with Schools to promote walking and cycling to schools.

The proposed Puffin Crossing has been designed so that it can easily be upgraded to a Toucan Crossing when an East/West Cycling route has been decided on, or if any future changes to the road network are considered. Our Cycling officer has reviewed the Design and confirmed that an Infrastructure scheme is planned for the B4113, connecting Nuneaton to Coventry, with a section of the scheme through Bedworth, where quieter residential roads and green spaces which have not been included in any design for improvements.

The Cycling Officer in his review commented that this scheme provides a safe crossing point and is supported by the local member. The scheme would have to be revisited when officers know what is happening with the wider development proposals that may impact this scheme

### **3.7 Objection 2)**

This crossing ignores all the planning for cycle routes in the Nuneaton and Bedworth Borough Plan and the proposed Bedworth to Coventry Cycle route. The narrowing of the carriageway could be a safety risk for cyclists. Please treat this as an official objection.

#### **Engineers Response:**

As with all Puffin Crossing proposals the Councils Cycling Officer is contacted, in this instance he made us aware of future planning for the cycle route in the Nuneaton and Bedworth Borough Plan and the proposed Bedworth to Coventry Cycle Route (Appendix B). The Cycling Officer confirmed that there is an infrastructure scheme planned for the B4113 connecting Nuneaton to Coventry, which includes a section of the scheme through Bedworth. In this area they would be using quieter residential roads and green spaces.

The proposed New Puffin Crossing is within this area, and has been designed so that it can easily be upgraded to a Toucan Crossing if a future cycling scheme for the Easy West Corridor was put forward, so that it then linked into the main Nuneaton to Coventry, through Bedworth Scheme.

The scheme has been designed to incorporate a pedestrian refuge with running lanes less than 3.2metres. The local County Councillor has taken the initiative in improving this crossing facility within his small Delegated Budget so that a crossing facility on the main Coventry Road is in place for any future East West Cycling link, with minimal changes required to upgrade to a Toucan in the future. The Design of the Puffin Crossing has been reviewed by the Cycling Officer and the final design avoids carriageway widths of 3.2m and 3.9m to deter close pass overtaking therefore eliminating safety risks for cyclists.

### **3.8 Objection 3)**

With regards to the proposed puffin crossing on Coventry Road near Rectory Drive Exhall, I wish to submit the following as an objection in response to the

public consultation.

I am supportive of measures to improve pedestrian safety and as such welcome the general concept of providing a controlled crossing space on Coventry Road. However, any road improvements must also be made in consideration of cycling. Local Transport Note (LTN)1/20 states that it “should be applied to all changes associated with highway improvements” (LTN1/20, paragraph 1.3.1).

The location currently features a pedestrian refuge which presents as a “pinch point” for cyclists travelling in either direction. Such locations are hazardous where they put riders-especially less confident riders who may not “take the lane”- at risk of close passes by drivers. The proposal does not improve this situation. Indeed, it appears to make it worse where the new central island appears to be wider and longer than the existing island. There is also a risk of driver’s stopping next to riders waiting at a red light leaving little room when both move off on a green signal. This is potentially dangerous.

I understand Coventry is earmarked to be part of the major cycle scheme to connect Nuneaton to Bedworth to Exhall. Any changes to the road network must be designed with this scheme in mind, else this change may be short lived requiring replacement to accommodate forthcoming cycle infrastructure-an inefficient use of resources.

The road width at this location appears to be approximately 14.3 metres widening to about 15.3m (north to south) with verge space also available. This would appear sufficient for providing 2 x 3m general traffic lanes, 1 x 2.5m turning lane, 1 x 2.5-3m bidirectional cycle lane, and 2 x 1.5m footpaths. I look forward to your comments in reply and hope that these designs will be revised before commencement of the works.

#### **Engineers Response:**

In considering the Design of this Puffin Crossing on the B4113 Coventry Road we have consulted all the design guidelines for the installation of a Puffin Crossing including the recent Local Transport Note (LTN 1/20). The existing pedestrian refuge has been relocated and enlarged to accommodate vulnerable pedestrians, parents with pushchairs, Motorised Wheelchairs and Cyclists, whilst still maintain a 3.2 metre running lane on each side. This makes sure that there isn’t a crunch zone for cyclists when travelling in the lanes either side of the crossing.

The Design of the Puffin Crossing has been reviewed by the Cycling Officer and the final design avoids carriageway widths of 3.2m and 3.9m to deter close pass overtaking therefore eliminating safety risks for cyclists.

The proposed Puffin Crossing has also been designed so that it is easily upgraded when an East/West Cycling route has been decided on, or if any future changes to the road network are considered.

#### **3.9 Objection 4)**

I'm objecting to the current plans as they stand for a Puffin crossing in Exhall. I fully support the addition of a crossing here, but I believe it should be built with cycle infrastructure in mind. The plans therefore should include ASLs and cycle lanes in the immediate vicinity to help make future cycle infrastructure easier to integrate. If there is insufficient space for cycle lanes, then the turning lane should be removed.

The additional cycle infrastructure would be expected (based on existing studies) to have a beneficial side-effect of improving safety for all other road users

**Engineers Response:**

The concerns raised regarding the building of this Puffin Crossing to include for a future cycle infrastructure has been considered. Provision has been made so that the crossing can easily be upgraded to a Toucan Crossing when the demand and infrastructure around it have been introduced. We have not received any confirmation of an existing cycling infrastructure in place or proposed, however this may be some way off at this point in time. Engineers have worked within a budget to design and implement a safe crossing point on the B4113 Coventry Road to improve Road Safety for all road users with current design practices

**4. Financial implications**

4.1 The scheme will be fully funded from the Member's delegated budget funding for 2021/2022 & 2022/2023

**5. Environmental & Equalities implications**

5.1 The environmental impacts of delegated Budget highway schemes are considered as part of the process.

5.2 The contractors on the Council's Framework Contract for the Provision of Engineering and Construction Works (WCC 6012) have all demonstrated that they hold a certificate of compliance with BS EN ISO 140001 (or equivalent) or have otherwise satisfactorily demonstrated their policies and arrangements for the management of construction-related environmental issues.

5.3 The equality needs of Vulnerable Road users, including Disability users, Parents with Children and Buggies has been considered in the design of this crossing . A Road Safety audit has been carried out in accordance with Warwickshire County Council's safety audit procedure Type B (RSA/B), a Road Safety Audit largely following those recommended in document GG119 'Road Safety Audit' of The Highways England's Design Manual for Roads and Bridges.

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<b>Urgent matter?</b>	<i>No</i>
<b>Confidential or exempt?</b>	<i>No</i>
<b>Is the decision contrary to the budget and policy framework?</b>	<i>No</i>

<b>List of background papers</b>
Letters of objection redacted, Appendix A Proposed Puffin Crossing – Coventry Road, near Rectory Road, Exhall, Appendix B Plan Cycle Links Bedworth to Coventry, Email Objections Redacted, Email Objections

<b>Members and officers consulted and informed</b>
Portfolio Holder – Councillor Wallace Redford
Corporate Board – Mark Ryder
Legal – Caroline Gutteridge
Finance – Andrew Felton
Democratic Services – Isabelle Moorhouse/Helen Barnsley
Councillors –
Local Member(s): Councillor Bhagwant Pandher