



Gafoor Din <gafoordin@warwickshire.gov.uk>

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

1 message

Vaughan Rees

22 July 2019 at 10:08

Reply-To:

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/infirmary, 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: XXXXXXXXXX Email: XXXXXXXXX@XXXXXXXXXX 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: XXXXXXXXXXXXXXXX Email: XXXXXXXXXi@XXXXXXXXXX www.gov.uk/df

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 MALHOUSE 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 ALTERNATIVE.

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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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>
To: Gafoor Din <gafoordin@warwickshire.gov.uk>

25 July 2019 at 17:48

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 9NET. 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 4SPwww.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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Celebrating 150 years of creating change for blind and partially sighted people.
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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 Attention of Gafoor Din,
Manager for Traffic Control & Information Systems | Engineering Design
Services | Environment Services, Warwickshire County Council Communities
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 crossing 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.

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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: XXXXXXXXXX Email: XXXXXXXX@XXXXXXXXXX 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: XXXXXXXXXXXXXXXX Email: XXXXXXXXi@XXXXXXXXXX www.gov.uk/dft

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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.

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KIT MALTHOUSE MP NUSRAT GHANI MP

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Vaughan Rees, (Registered as blind with Warwick County Council)

Please confirm receipt of this email. Thank you.

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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

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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

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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:

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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 hard 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.



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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.

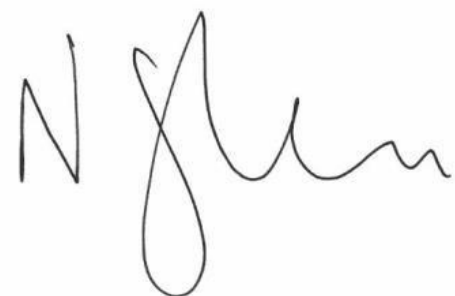
Applying the National Planning Policy Framework

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