

Highways Committee

10 December 2008

Request for a Puffin Crossing on C16a at Delves Lane, Consett



Report of John Richardson, Corporate Director, Environment

1.0 Purpose of the Report

- 1.1 To advise Members of the outcome of investigations into proposals to provide a formal light controlled pedestrian crossing [Puffin Crossing] on the C16a at Delves Lane, Consett (see layout plan no 642/40640/CON/01 attached).
- 1.2 This report requests that Members support the installation of this crossing in accordance with the current County Council policy.

2.0 Background

- 2.1 Earlier this year investigations were carried out into the possible provision of a Puffin Crossing in the vicinity of the Post Office / Village Hall in Delves Lane. This was in response to concerns from residents that there was a need for a safe and convenient crossing point at a location where there was considerable pedestrian activity.
- 2.2 Following preliminary design, a public consultation exercise was carried out and 21 responses were received. Of these 19 [91%] supported the introduction of a crossing with the other 2 not giving a view either way. Of the 19 respondents, 12 [63%] preferred a crossing close to the Post Office [Option 1] and 7 [37%] preferred a crossing outside the Village Hall [Option 2].
- 2.3 On the basis of the above and other factors such as Option 1 is on the pedestrian desire line, it retains the existing parking provision, is more convenient for users of the nearby bus stops, Option 1 has been selected as the preferred scheme.
- 2.4 The provision of a light controlled crossing is subject to national guidance, national design guidelines and a local policy developed by Durham County Council which was adopted by Cabinet in May 2004 (copy of report enclosed).
- 2.5 The first requirement as part of the design and assessment is a site survey which includes classified vehicle counts, vehicle speeds and classified pedestrian counts in prescribed time intervals.

- 2.6 The current policy stated that if the PV2 is above 0.75, then a crossing should be provided where resources permit. However on this occasion the PV2 is 0.44 when the weighting factors to reflect local need are applied. These weighting factors are site specific and relate to
- The percentage of elderly pedestrians crossing
 - The percentage of unaccompanied children
 - The percentage of HGVs (above 7.5t)
 - The average time taken to cross the road
 - The traffic speeds
 - The number of recorded personal injury pedestrian accidents.
- 2.7 A low figure would normally lead to a decision not to introduce a crossing. However, there has been a long standing request for this crossing from the substantial number of people that live in the area who are finding it increasingly difficult to cross the main road to get to the Post Office / Store which is a key facility for the residents of the area. This is especially so for the many elderly who live locally. In addition the crossing will help reduce the severance that the main road causes to other facilities such as the Village Hall. The crossing will also provide a permanent feature that will help regulate the speed of traffic on this section of road.
- 2.8 A safety assessment has suggested that Option 1 will increase the possibility for vehicle/pedestrian or vehicle/vehicle conflicts. However, the site is a very open one on a straight main road, has the benefit of waiting restrictions, a bus lay-by and a parking lay-by, and consequently pedestrians will be able to see vehicles and vice versa. This will help minimise concerns over conflicts.
- 2.9 Pedestrian surveys have shown that there is an established demand for pedestrians to cross at this location. Furthermore, the provision of a crossing will undoubtedly introduce a number of benefits for the local community as mentioned previously.
- 2.10 The Police have been consulted on the proposals and lend their support to Option 1.

3.0 Local Member Consultation

- 3.1 The Local Members, Councillor Young and Councillor Brown have been consulted and are in support of the scheme.

4.0 Recommendations and Reasons

- 4.1 It is recommended that Members endorse the proposal to introduce a Puffin Crossing at the chosen location on this part of Delves Lane.

Background Papers

Report to Cabinet on 13 May 2004, item no. A8.

Copies of correspondence have been placed in the Members' Resource Centre.

Contact: John Ray Tel: 0191 332 4404

Appendix 1: Implications

Local Government Reorganisation

None

Finance

From School Travel Plan budget.

Staffing

There are no adverse implications.

Equalities and diversity

There are no adverse implications.

Accommodation

None.

Crime and Disorder

There are no adverse implications.

Sustainability

None

Human Rights

There are no adverse implications.

Localities and Rurality

C12a Delves Lane, Consett

Young People

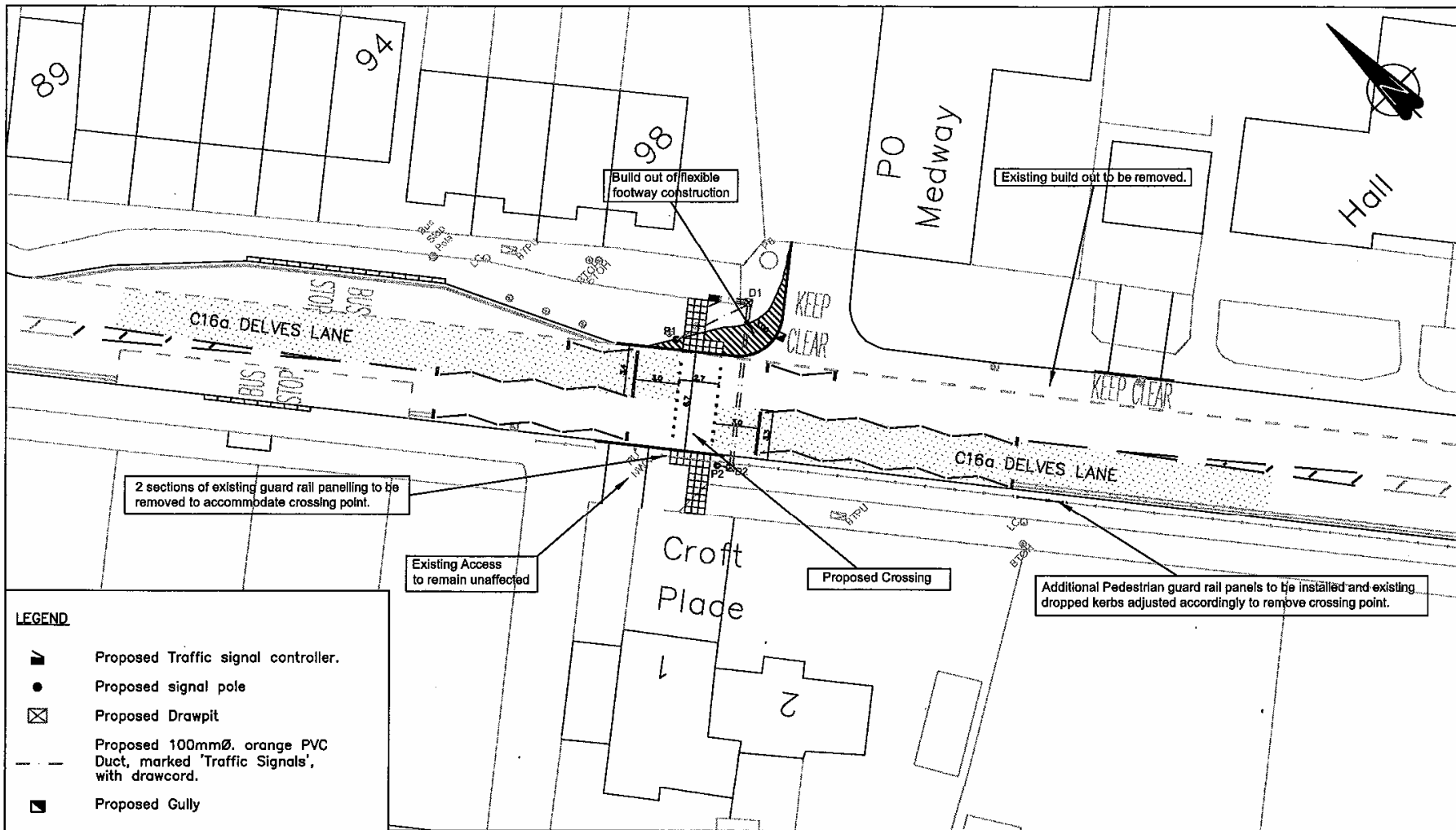
No change from existing situation and conditions.

Consultation










Public Consultation exercise was carried out.

Health


There are no adverse implications.



LEGEND

-  Proposed Traffic signal controller.
-  Proposed signal pole
-  Proposed Drawpit
-  Proposed 100mmØ. orange PVC Duct, marked 'Traffic Signals', with drawcord.
-  Proposed Gully
-  Proposed Tactile paving (450x450) coloured red.
-  Flexible footway construction
-  Proposed Kerb Line
-  Anti Skid

Rev/ Amend	Approved By			Description Of Amendments
	Name	Date	Sign	
0/-	B. Frankland	April 08		



Making a difference where you live

HIGHWAY MANAGEMENT SERVICES

JOHN RICHARDSON
CORPORATE DIRECTOR OF ENVIRONMENT
COUNTY HALL
DURHAM, OH1 5UQ

Project C16a Delves Lane, Consett	
Drawing Proposed Puffin Crossing Layout	
Scale 1 : 250 At A3 Size	Project/Drawing No. 642/40640/CON/01
Rev. 0/-	