

Highways Committee

14th July 2022

**A692 Dipton Puffin Crossing
Installation,**

Ordinary Decision/Key Decision No.



Report of Corporate Management Team

Amy Harhoff Corporate Director of Regeneration, Economy & Growth

Councillor Elizabeth Scott, Cabinet Portfolio Holder for Regeneration, Economy and Growth.

Electoral division(s) affected:

Burnopfield and Dipton

1 Purpose of the Report

- 1.1 To request Members, consider the installation of a Puffin crossing on the A692 at Dipton, in accordance with the County Council Policy on the Assessment of Pedestrian crossings.
- 1.2 To request that members consider an objection made during the formal consultation period.

2 Executive Summary

- 2.1 Following representation from disability groups and the local community regarding difficulties crossing the A692 at Dipton a request for a controlled crossing was made to the Authority.
- 2.2 Crossing requests are tested against a policy adopted in May 2004. This recommends that crossings are only introduced when the number of pedestrians per hour crossing a 100 m length of road (P) and the number of vehicles (V) reach a specific threshold.
- 2.3 A controlled crossing is required if the calculated PV^2 value exceeds a threshold of 0.75. However, if the site in question reached a value of 0.3

then additional weighting factors can be applied to consider the nature of the road and the needs of specific user groups.

- 2.4 Any site which failed to reach the limit of 0.3 would not be considered further, as research shows that crossings with a low level of use can increase the risk to pedestrians.
- 2.5 A survey was undertaken on the A692 adjacent to Colliery Nursey and Primary school and the PV^2 value calculated at this location was 0.34. This value is below the threshold for a formal crossing to be justified and includes an additional uplift in traffic volumes due to covid and the provision of additional weighting factors.
- 2.6 In line with current policy, where PV^2 values are above the 0.30 threshold but below 0.75 a formal controlled crossing can still be provided following consideration by Highways committee for approval.

3.0 Considerations

- 3.1 The authority's policy requires that the following areas are presented to the highways committee for consideration to determine the suitability of approval of a controlled crossing when the PV^2 value has been calculated between 0.3 and 0.75:

Funding

- 3.2 Local Transport Plan (LTP) funding has been allocated to fund the installation of this facility should it be approved by members.

Maintenance

- 3.3 The provision of the crossing will increase the maintenance liability on the authority. No additional funding has been allocated to cover the cost of maintenance associated with the controlled crossing and ongoing maintenance costs will need to be funded from existing budgets.

Difficulty crossing

- 3.4 Representation from both the school, residents and disability groups have indicated that they have difficulty when crossing the A692.
- 3.5 Blind and partially sighted residents in Dipton have also raised concerns via the Royal National Institute of Blind People regarding the lack of provision of formal crossing facilities and the difficulties crossing the A692.

Traffic flow

- 3.5 It is not considered that the installation of a controlled crossing will have a significant detrimental effect on traffic flows at this location.

Highway Safety

- 3.6 It is not considered that the installation of a control crossing at this location will have a negative impact on highway safety.
- 3.7 The installation of a control crossing at this location will improve the ability of pedestrians to cross the A692 including vulnerable and less abled pedestrians who currently have difficulty.

Local representation:

- 3.8 Consultation has been undertaken with statutory consultees and frontages directly affected by the proposal.
- 3.9 The authority received letters of support in relation to the installation of a controlled crossing from the Member of Parliament, Royal National Institute of Blind People, Guide Dogs UK, Durham County Council children and adult services, Durham Constabulary, and the Head teacher at Colliery Nursey school.
- 3.10 No objections were received from the local members.
- 3.11 Of the 20-frontage consulted who are directly affected by the proposal we received 8 responses back 7 were in favour of the scheme and 1 was opposed.

Summarised objection & responses:

- 3.12 Objection:

"It is a speed camera that is needed, to stop speeding cars, not traffic sitting outside my house and people standing. We already have a bus stop"

- 3.13 DCC Response:

It is agreed that the operation of the pedestrian crossing will stop motorised traffic and a queue may form. The puffin crossing includes pedestrian on-crossing detection to ensure that the signals operate only for as long is required to allow a pedestrian to cross.

Pedestrians are already standing waiting outside the property to cross at the existing pedestrian refuge. The installation of the Puffin crossing

will not make this worse but will reduce the time that pedestrians are waiting to cross.

The installation of the signals may also assist with reducing speeds on approach to the signal crossing as drivers reduce speeds in anticipation of the signals changing.

4 Recommendation(s)

4.1 Committee is recommended to:

Approve the proposals to provide a control crossing facility on the A962 at Dipton and set aside the objection.

5 Background papers

5.1 Correspondence and documentation in Traffic Office File:

K:\signals\ACAD\SIGNALS PROJECTS\DCC Signal Feasibility Studies\A692 Dipton Front Street Puffin

Author(s)

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Appendix 1: Implications

Legal Implications

A notice of intent to install a puffin crossing will be required to be advertised.

Finance

LTP Budget.

Consultation

Is in accordance with SI:2489.

Equality and Diversity / Public Sector Equality Duty

It is considered that there are no Equality and Diversity issues to be addressed.

Climate Change

The installation of a controlled crossing will use electricity to operate. To reduce this to the lowest level as possible the controlled crossing equipment to be installed will have low energy use and utilise LED technology.

Provision of a crossing facility will remove barrier to assist with reducing car usage and promotes more sustainable modes of transport.

Human Rights

Promotes Social Inclusion, particularly for visually & mobility impaired pedestrians.

Crime and Disorder

None

Staffing

None

Accommodation

None.

Risk

None

Procurement

Existing DCC contracts to be used for supply and installation of the controlled crossing.

Appendix 2: PV² Calculation

Durham County Council Pedestrian & Vehicle Survey



Making a difference where you live

Location	A692 Front Street Dipton				
Date	Monday 01-Nov-21				
Weather	Mild with Showers				
Enumerator	SMS				

TIME PERIOD	O.A.P.	ADULTS	CHILDREN		BUSES	H.G.V.	OTHERS	PV2 (hour ending)
			ACC	UNACC				
6.30 - 7.00								
7.00 - 7.30								
7.30 - 8.00	0	0	0	2	6	12	468	
8.00 - 8.30	0	0	0	2	9	8	405	0.03
8.30 - 9.00	0	41	33	4	6	11	421	0.59
9.00 - 9.30	1	5	1	0	3	14	317	0.51
9.30 - 10.00	0	4	4	0	3	12	275	0.06
10.00 - 10.30								
10.30 - 11.00								
11.00 - 11.30								
11.30 - 12.00								
12.00 - 12.30								
12.30 - 13.00								
13.00 - 13.30								
13.30 - 14.00								
14.00 - 14.30								
14.30 - 15.00	0	14	1	0	4	6	378	
15.00 - 15.30	0	38	33	9	8	8	365	0.56
15.30 - 16.00	0	1	0	1	1	3	331	0.42
16.00 - 16.30	0	2	0	1	4	10	413	0.03
16.30 - 17.00	0	7	0	0	3	4	477	0.08
17.00 - 17.30	0	0	0	0	3	7	484	0.07
17.30 - 18.00								
18.00 - 18.30								
18.30 - 19.00								
19.00 - 19.30								

Criteria for the Provision of Formal Crossing Facilities

Above shaded area - formal xing justified (PV2 Ave >0.75)

Within shaded area - weighting factors may be applied

Below shaded area - no formal xing justified (PV2 Ave <0.30)

△ PV2 Final (Weighted Ave)
▲ PV2 Average

School Crossing Patrol Data (Where Applicable)

	<11 Acc.	>11 Unacc.	Comp.
0800-0830			
0830-0900			
1500-1530			
1530-1600			

Figures Included in main detail

Assessment of Pedestrian Crossing Report of Deputy Chief Executive (Environment & Change Management) 13th May 2004

Average of Busiest Hours of Survey Period					
Average Pedestrians	50				
Average Vehicles	791				
PV2 Average	0.31	(of 4 busiest hours)	PV2	0.31	Weighting Factors
% Elderly Pedestrians	1%		E	1.00	
% Unaccompanied Children	8%		C	1.00	
% HGV's (7.5T+)	2%		H	1.00	
Average of Survey Period					
Time taken to cross Road (includes waiting time)	8 Seconds		T	1.00	
Traffic Speeds	30 Mph		S	1.10	
Pedestrian Accident/Annum Previous 5 years	0		A	1.00	
PV2 FINAL (Weighted Ave)	0.34	(of 4 busiest hours)			
PV2 x A x E x C x T x S x H					

Favoured Crossing Points →

Notes

