



Coventry City Council

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Public report

Report to
Cabinet Member (Urban Regeneration & Regional Planning)

17 October 2005

Report of
Director of City Development

Title
Pedestrian Crossing in Willenhall Lane – Petition

1 Purpose of the Report

- 1.1 The purpose of the report is to respond to a petition that has been received from residents requesting that a pedestrian crossing be introduced in Willenhall Lane near to the junction with Grange Avenue and Quorn Way. Willenhall Lane is in Binley & Willenhall Ward. Councillor Gazey will present the petition on behalf of the residents.

2 Recommendations

The Cabinet Member is asked to:

- 2.1 Add the request for a pedestrian crossing in Willenhall Lane near to the junction of Grange Avenue and Quorn Way onto the Perceived Safety Scheme list for consideration using the defined criteria.

3 Information/Background

- 3.1 The petition details that the residents consider the existing traffic calming in Willenhall Lane to be inadequate and that it doesn't provide a safe and convenient pedestrian route across a heavily trafficked road.
- 3.2 The existing traffic calming was introduced as part of a Perceived Safety Scheme. Initially the scheme consisted of carriageway markings and chevron warning signs located at the bend in Willenhall Lane by the entrance to the Golden Acres Industrial estate. The scheme was requested by local companies from the industrial estate who complained that many drivers were losing control whilst travelling around the bend. This was also reinforced by requests made by West Midlands Police. Following a meeting with a Ward Councillor Officers were asked to extend the scheme to include a feature at the junction of Willenhall Lane, Grange Avenue and Quorn Way.

- 3.3 The John White Community Centre development in Grange Avenue was granted planning permission in 2004. The permission was subject to a number of conditions, including the submission of details of traffic calming measures. The planning permission precluded any development commencing unless and until details of traffic calming measures on Willenhall Lane had been submitted and approved in writing by the local planning authority and also requires that such works be carried out before the use commence. However after the permission had been granted it was agreed with the then Cabinet Member (Transport & Regional Planning) that the City Council would fund the traffic calming feature at the junction of Willenhall Lane/Grange Avenue/Quorn Way.
- 3.4 A feature utilising change of colour and textured surfacing was provided at the junction of Willenhall Lane and Quorn Way with a view to slowing traffic and raising awareness of the junction, therefore providing a safer route to cross. On this basis the applicants have submitted a further application to remove or vary the condition attached to the planning permission.
- 3.5 When the scheme was designed the financial cap set for Perceived Safety Schemes was £40K. This scheme involved the feature by the junction and the measures by the access to the industrial estate. The total costs were in the region of £50K. A report was presented to the Cabinet Member (Urban Regeneration & Regional Planning) on 30 September 2004 requesting approval for the financial cap to be raised to £50K. The report was approved and this enabled the whole scheme to be introduced in totality instead of being undertaken in phases.
- 3.6 In the feasibility stage our consultants did make an assessment of the possibility of introducing a raised speed table at the junction. However it was concluded that due to the additional works that would be required to the footways and the associated drainage works it was unfeasible to introduce a speed table at the junction within the financial cap of £40K. Therefore other forms of traffic calming were required and our consultants identified an alternative feature would be to slightly raise the junction and use a coloured textured surface called Imprint. This would raise driver awareness of the junction and therefore may help to reduce speeds. It was considered that drivers would notice the level difference between the table and the normal carriageway surface, would be visually alerted by the red surfacing and would hear the noise within the vehicle, of the textured surface when driven over.
- 3.7 An accident investigation has been carried out on this section of Willenhall Lane which has revealed that there have been 2 personal injury accidents. 1 involved a driver who turned into the path of a cyclist and the other involved a child pedestrian who it would seem ran into the road into the path of a car.
- 3.8 Local safety Schemes are identified using personal injury accidents which complies with criteria set by the Department for Transport (DfT). There are currently over 130 sites in the City where there have been 6 or more personal injury accidents in the last 3 years. Due to the low personal injury accident history of this location a pedestrian crossing could not be justified using Local Safety Scheme funds. However there is a Perceived Safety Scheme budget which is used for locations which don't meet the Local Safety Scheme criteria. This budget uses other factors to prioritise schemes such as schemes which may prevent accidents and schemes which will bring maximum benefits to a community.

4 Proposal and Other Option(s) to be Considered

- 4.1 It is proposed that the junction of Willenhall Lane/Quorn Way/Grange Avenue is added to the Perceived Safety Scheme list. It should be noted that the Perceived Safety Scheme list is growing and it could be some years before a scheme is approved at this location.
- 4.2 An investigation could also be undertaken into the option of implementing a pedestrian refuge rather than a pedestrian crossing but again this would be funded from the Perceived Safety Scheme budget and would be subject to prioritisation using the defined criteria.

5 Other specific implications

5.1

	Implications (See below)	No Implications
Area Co-ordination	✓	
Best Value		✓
Children and Young People	✓	
Comparable Benchmark Data		✓
Corporate Parenting		✓
Coventry Community Plan	✓	
Crime and Disorder		✓
Equal Opportunities		✓
Finance	✓	
Health and Safety	✓	
Human Resources		✓
Human Rights Act		✓
Impact on Partner Organisations		✓
Information and Communications Technology		✓
Legal Implications		✓
Property Implications		✓
Race Equality Scheme		✓
Risk Management		✓
Sustainable Development		✓
Trade Union Consultation		✓
Voluntary Sector – The Coventry Compact		✓

6 Area Co ordination

6.1 Area Regeneration will liaise with the relevant Area Co ordination team in regard to consultation and liaising with the Community.

7 Children & Young People

7.1 The petition details that parents consider that their children's safety is at risk and the provision of a pedestrian crossing would reduce the perception of danger.

8 Coventry Community Plan

8.1 Road safety provides a fundamental contribution to making communities safer.

9 Finance

9.1 The cost of introducing a controlled pedestrian crossing is approximately £40K whilst the cost of introducing an uncontrolled crossing would be approximately £25K. To introduce a pedestrian refuge with waiting restrictions as an alternative would cost approximately £10K. This location does not qualify for Local Safety Scheme funding and would therefore have to be funded from the Perceived Safety Scheme budget. The report taken to you on July 28th indicated that, to date, £118,000 remained uncommitted from this year's programme. A follow up report on the progress of Perceived Safety Schemes will be presented to you at your meeting on 27 October 2005 that will identify further prioritised schemes to be funded from the above balance.

10 Health & Safety

10.1 The provision of pedestrian facilities in Willenhall will help to enable pedestrians to cross Willenhall Lane.

11 Monitoring

11.1 All accidents involving personal injury are monitored on an annual basis when identifying Local & Perceived Safety Schemes and when requests are received.

12 Timescale and expected outcomes

12.1 It is anticipated that the next Perceived Safety Scheme report would be presented on 27 October 2005.

	Yes	No
Key Decision		√
Scrutiny Consideration (if yes, which Scrutiny meeting and date)		√
Council Consideration (if yes, date of Council meeting)		√

List of background papers

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Papers open to Public Inspection

Description of paper

Location

Petition