



Rugby Rail Users Group

Rugby

Carolyn Burrows, Communities Directorate,
Warwickshire County Council

Ref: WCCC-770-426

10th January 2019

Rugby Rail Users Group response to Warwickshire County Council **D3216 Murray Road, Rugby – puffin crossing**

Rugby Rail Users Group (RRUG) has objections to the planned puffin crossing and associated changes as it adversely affects rail passengers who use buses to access the station and it also impacts car users who use Rugby Station No.2 Car Park.

At present, rail passengers who leave the station to catch a bus to town have a marked crossing to cross the station approach road and a raised roadway with a centre refuge to cross Murray Road, followed by a short walk to the bus stop.

If the WCC Plan is implemented, the passengers would have to walk up Murray Road and cross it using a new Puffin Crossing and then cross Abbey Street to reach the new bus stop, a longer walk than now. This is the opposite of the integrated transport system which we would all like to see.

Judging from extensive use of the Puffin Crossing in Church Street, there is usually quite a long interval between pressing the button and the signal to cross the road.

Rail users arriving by bus through the tunnel from the North and who at present use the raised roadway and centre refuge to reach the station would face a similar longer walk if the WCC Plan is implemented.

The pedestrian Access Steps to the No.2 Car Park is aligned directly with the raised roadway and centre refuge in Murray Road providing a direct walking route between the Car Park and the Station.

If the WCC Plan is implemented, car owners leaving the Car Park would have to turn left along Murray Road and use the new Puffin Crossing to cross Murray Road and then a longer walk to the Station – it seems unlikely that they will do this.

Safety Issue--Car Park Users

It is considered that, if the WCC Plan is implemented, many drivers leaving their cars in No.2 Car Park will not use the steps onto Murray Road, walk up Murray Road and use the Puffin Crossing to reach the Station. Some might use the road entrance to the Car Park instead of the steps to reach the Puffin Crossing, thereby risking a collision with a car. Other drivers will use the steps, as now, and cross Murray Road without the safety of the existing Raised Platform in Murray Road.

Further concerns from RRUG with the proposed changes are:

- There is no mention of any coordination between the proposed puffin crossing and the traffic lights in the Mill Road tunnel. If the two sets of lights are not coordinated, the traffic could seize up completely.
- Better bus shelters with three sides of protection from the elements should be used for any new/replacement shelters.

- A pedestrian refuge at the current location of the raised table should be provided, or it will be much more difficult, not to say unsafe, to get across Murray Road at peak times.
- There should be no new railings installed as part of any changes – these really impede progress and would also reduce the pavement to an unacceptable width.
- The placement of the northbound bus stop leaves very little room for people to cross in front of a stopped bus without walking in the path of cars turning into the station approach road.

Finally, RRUG is disappointed at the lack of vision shown by this proposal. There remains a great opportunity to make transport more integrated at Rugby Station, perhaps by routing buses across the station front so that there is a clear connection between buses and trains. Instead of making small changes which seem to inconvenience bus and rail users, we would like to see something more strategic and future focussed.

One RRUG member commented:

As a regular user of the no. 4 bus from town and the station, it is obvious that passengers joining in the Brownsover direction will also be inconvenienced. This will be compounded by the reduction in bus frequency to every 15 minutes meaning that 3-minute connections from arriving trains will become 4-minute connections with the resultant 15 minute wait for the next bus.

It should also be remembered that vehicles attempting to access car park No.2 from the Murray Road direction will cause delay when the crossing is in use.

And finally, because it will be a "puffin" crossing the lights are set in favour of the road traffic and not the pedestrian. Will people in a rush to get a train be prepared to wait for the road to become clear therefore allowing the crossing to change in their favour? I very much doubt it.

The biggest cause of delay is caused by drivers ignoring the yellow box and blocking traffic in the tunnel. The puffin crossing won't change this. And what happens when/if the lights change with traffic on the crossing? If drivers ignore the yellow box what chance is there that they will stop clear of the crossing during times of congestion?

For further information about RRUG please see www.rugbyrailusersgroup.org.uk