

AGENDA MANAGEMENT SHEET

Name of Committee Environment And Economy Overview And Scrutiny Committee

Date of Committee 12 February 2010

Report Title A445 Rugby Road Junction S278 Works

Summary On 19 January 2010 the Warwick Area Committee approved Option A as the preferred design for the A445 Rugby Road Junction. This decision has been called-in by Councillors Naylor, Boad, Whitehouse and Davis for consideration by the Environment and Economy Overview and Scrutiny Committee.

For further information please contact:

John Harvey Transport Planner Tel: 01926 735682 johnharvey@warwickshire.gov.uk	Ann Mawdsley Principal Committee Administrator Tel: 01926 418079 annmawdsley@warwickshire.gov.uk
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Would the recommendation decision be contrary to the Budget and Policy Framework? [please identify relevant plan/budget provision] No.

Background papers None

CONSULTATION ALREADY UNDERTAKEN:- Details to be specified

- | | | |
|-----------------------|-------------------------------------|--|
| Other Committees | <input checked="" type="checkbox"/> | Warwick Area Committee 19.01.10 |
| Local Member(s) | <input type="checkbox"/> | |
| Other Elected Members | <input checked="" type="checkbox"/> | Warwick Area Committee considered this issue on 19 January 2010 (the enclosed report listed the Elected Members consulted prior to that meeting) |
| Cabinet Member | <input type="checkbox"/> | |
| Chief Executive | <input type="checkbox"/> | |
| Legal | <input checked="" type="checkbox"/> | David Carter – reporting officer |
| Finance | <input type="checkbox"/> | |

- Other Chief Officers
- District Councils
- Health Authority
- Police
- Other Bodies/Individuals

FINAL DECISION

SUGGESTED NEXT STEPS:

Details to be specified

- Further consideration by this Committee
- To Council
- To Cabinet
- To an O & S Committee
- To an Area Committee
- Further Consultation

Agenda No

**Environment and Economy Overview and Scrutiny
Committee - 12 February 2010.**

A445 Rugby Road Junction S278 Works

**Report of the Strategic Director for Customers, Workforce
and Governance**

Recommendation

That the Committee consider the issues and decide what action, if any, they wish to take.

1. Introduction

- 1.1 At its meeting on 19 January 2010 the Warwick Area Committee considered the report attached as **Appendix A** – relating to the A445 Rugby Road Junction S278 Works as follows:

That the Area Committee approves Option A as the preferred design for the A445 Rugby Road junction.

- 1.2 Additional documentation was provided to the Warwick Area Committee with Revised Operational Assessment Results. This is attached at **Appendix B**.
- 1.3 A copy of the full draft minute is attached at **Appendix C**.

2. Call-In

- 2.1 The decision has been called in by Councillors Tim Naylor, Sara Boad, John Whitehouse and Chris Davis under Standing Order 11, which is attached at **Appendix D**, because of their deep reservations regarding the data underlying the decision.
- 2.2 The Committee is invited to consider the issues and decide whether to:
- (i) refer the decision back to the Warwick Area Committee for reconsideration
 - (ii) refer the matter to full Council; or
 - (iii) decide to take no action.

DAVID CARTER
Strategic Director for Customers, Workforce and Governance
Shire Hall
Warwick

AGENDA MANAGEMENT SHEET

Name of Committee Warwick Area Committee

Date of Committee 19 January 2010

Report Title A445 Rugby Road Junction S278 Works

Summary Further to a report presented to this Committee in November 2009, this report details the various potential design options for the A445 Emscote Road/Rugby Road junction. A preferred design is recommended to the Area Committee for approval, which if approved will enable scheme construction in Summer 2010.

For further information please contact John Harvey
Transport Planner
Tel. 01926 735682
johnharvey@warwickshire.gov.uk

Would the recommended decision be contrary to the Budget and Policy Framework? No

Background Papers None

CONSULTATION ALREADY UNDERTAKEN:- *Details to be specified*

- Other Committees
- Local Member(s) Councillor M Ashford
(With brief comments, if appropriate) Councillor C Davis
Councillor Mrs A Warner
- Other Elected Members Councillor J Whitehouse
- Cabinet Member Councillor A Cockburn – for information.
(Reports to The Cabinet, to be cleared with appropriate Cabinet Member)
- Chief Executive
- Legal I Marriott – agreed.

- Finance
- Other Chief Officers
- District Councils
- Health Authority
- Police
- Other Bodies/Individuals

FINAL DECISION **YES** *(If 'No' complete Suggested Next Steps)*

SUGGESTED NEXT STEPS :

Details to be specified

- Further consideration by this Committee
- To Council
- To Cabinet
- To an O & S Committee
- To an Area Committee
- Further Consultation

Warwick Area Committee – 19 January 2010

A445 Rugby Road Junction S278 Works

Report of the Strategic Director for Environment and Economy

Recommendation

That the Area Committee approves Option A as the preferred design for the A445 Rugby Road junction.

1. Background

- 1.1 The Rugby Road junction is located immediately to the east of Portobello Bridge on the A445 Emscote Road corridor. Since April 2009, extensive consultation has been undertaken with local stakeholders regarding the design for this junction, which is to be improved under a S278 Agreement as part of the mitigation works associated with the redevelopment of the former Pottertons site.
- 1.2 Ongoing negotiation with stakeholders has led to a number of potential design solutions being considered, analysed and (in some cases) rejected. As a consequence of this and further to the report presented to the Area Committee in November 2009, only two design options now remain. It should be noted that to date, the estimated total cost of the stakeholder consultation and associated design works for both the Rugby Road Junction and Portobello Bridge schemes is £30,000.

2. S278 Design Options

- 2.1 Further stakeholder feedback received after the last Warwick Area Committee in November 2009 has enabled a reduction in the number of potential design options from four, to two. These options are as follows:-
 - (i) **Option A:** Upgraded Toucan Crossing facilities, conversion of the northern footway to a shared use footway/cycleway facility, narrowing of the carriageway at the mouth of the Rugby Road junction (to reduce vehicle speeds) and amendments to the cycle lanes within the junction.
 - (ii) **Option E:** A 'hybrid' option between Option A, previous design Option D, and stakeholders' own aspirations. This proposal provides a signalised left turn lane into Rugby Road, and two signalised running lanes towards Warwick New Road. Also included is an alternative layout for the

pedestrian crossing facilities, a shared use footway/cycleway facility and the removal of cycle advanced stop lines.

- 2.2 Both options (A and E) have satisfied an independent Stage 1 Road Safety Audit and comply with Department for Transport highway design guidelines and standards. Plans showing both options can be found in **Appendix A** of this report.
- 2.3 The Stakeholder Group have confirmed that their preferred option for the Rugby Road junction is Option E.

3. Design Option Assessment

- 3.1 Options A and E have both been subjected to an identical operational assessment, in order to establish any potential benefits or dis-benefits to users of the A445 Emscote Road corridor. It should be noted that within both designs the potential benefits for pedestrians and cyclists have been maximised:
 - (i) Option A proposes alterations to the road layout in order to assist on-carriageway cyclists in adopting a prominent position within the 'ahead' running lanes. The design aims to minimise the potential for conflict between vehicles travelling eastbound and turning left onto Rugby Road and cyclists travelling ahead towards Warwick New Road.
 - (ii) Option E also alters the road layout to the benefit of on-carriageway cyclists and enables full junction signalisation and the close regulation of traffic flows on all arms of the junction.
 - (iii) Both options provide dedicated off – carriageway and signalised crossing facilities for pedestrians and cyclists. Pedestrian and cycle users have one less Toucan Crossing to negotiate under Option E than Option A when travelling between Emscote Road and Warwick New Road.
- 3.2 The other half of the assessment has focussed on the potential impact of either scheme on bus journey times and traffic congestion. The operational assessment has been undertaken on both options using two industry recognised traffic modelling packages, these being 'LINSIG' and 'S-PARAMICS'. LINSIG was used to assess the operational feasibility of the signalised junction designs, whilst S-PARAMICS was subsequently used to assess the wider traffic impacts of the design options on the A445 Emscote Road corridor and at key junctions along it.
- 3.3 Optimised signal timings from the LINSIG models were fed directly into S-PARAMICS.
- 3.4 For the purposes of the design assessments, both LINSIG and S-PARAMICS models for Options A and E assumed the following:-
 - (i) The pedestrian/cycle crossing phase on A445 Emscote Road would be activated every third cycle of the signals, (i.e. approximately 13 times per modelled hour in the morning and evening peak periods); and

- (ii) All other pedestrian/cycle crossings would operate on a “Walk with Traffic” basis so that pedestrians and cyclists cross when conflicting vehicle streams receive a red signal aspect.
- 3.5 Two key indicators have been chosen to objectively assess performance of the two junction designs in the key ‘am’ (07:00 – 10:00) and ‘pm’ (16:00 – 19:00) hours of operation, relative to how the junction operates at present. These two indicators are as follows:-
- (i) Average Journey Times per vehicle;
 - (ii) Average Bus Journey Times.
- 3.6 The performance of both options relative to base conditions is summarised within **Appendix B** of this report. More detailed information on performance can be made available on request or at the meeting of the Area Committee itself.

4. Explanation of Results

- 4.1 The results of the S-PARAMICS modelling show that Option E performs relatively worse than Option A in terms of its predicted impact on both of the assessment criteria described in paragraph 3.5. The critical issue, however, is the impact on Average Bus Journey Times.
- 4.2 **Average Journey Times per Vehicle:** Table 1a demonstrates that currently in the am peak, the average eastbound journey time is 1.3 minutes per vehicle. Under Option A, the average per vehicle journey time is predicted to increase to 1.4 minutes (i.e. by roughly 6 seconds), whilst under Option E the average per vehicle journey time is predicted to increase to 2.1 minutes (i.e. by roughly 48 seconds). A similar situation is experienced in the westbound direction, albeit with lesser percentage increases.
- 4.3 **Average Bus Journey Times:** Table 1b demonstrates that Option A has a very limited impact on bus journey times for the four main bus services running through the A445 Emscote Road/Rugby Road/Warwick New Road corridor. This option increases delay to bus services by an average of 6 – 12 seconds per vehicle. Option E, however, is predicted to significantly increase the length of traffic queues on Greville Road and therefore will have a significant negative impact on bus journey times for the G1 service travelling from Warwick to Leamington Spa.
- 4.4 A comparison of the average bus journey times is found in Graph 1c. The modelling results also show that under Option E the reliability of the eastbound G1 bus service journey time is also highly unpredictable, with times ranging between 3.11 minutes (minimum), 8.4 minutes (average) and 13.13 minutes (maximum). The reduced journey time reliability would be highly undesirable for bus passengers and the operator (Stagecoach), and could lead to a reduction in usage and potentially undermine the financial viability of the service. Option E cannot therefore be recommended for approval by the Area Committee.

- 4.5 It should be noted that the significant difference between the average vehicle and average bus journey times can be attributed to the distance over which the two types of journey were measured in S-Paramics. Average vehicle journey times were measured over a distance of 1082m between the Emscote Road/Greville Road junction and Guys Cliffe Avenue. Average bus journey times were measured between the Greville Road/Beauchamp Road junction to Guys Cliffe Avenue for the G1 service and Emscote Road Railway Bridge to Park Drive for the X17 service.

5. Recommendation

- 5.1 In the context of the results of the design option assessment, it is recommended that the Area Committee approves design **Option A** for construction. It should be noted that although this is not the preferred option of the Stakeholder Group, it will nonetheless still significantly improve conditions for pedestrians and cyclists at this junction when compared to the existing conditions.
- 5.2 Provided unexpected delays are not encountered following approval, it is envisaged that scheme construction will take place in Summer 2010.

PAUL GALLAND
Strategic Director for Environment and Economy
Shire Hall
Warwick

11 January 2010

A445 Rugby Road Junction S278 Works Revised Operational Assessment Results

1. Background

- (i) Each design option for the above works (Options A and E) were subjected to an identical operational assessment, in order to establish potential benefits or dis-benefits to users of the A445 Emscote Road corridor.
- (ii) The operational assessment was undertaken using two industry recognised traffic modelling packages; 'LINSIG' and 'S-PARAMICS'.
- (iii) Results were summarised in the Warwick Area Committee Report, 19 January 2010, and showed that Option A performed relatively better than Option E.
- (iv) Since the above report was produced, however, it has become evident that there was an error in the traffic signal timings used in the S-PARAMICS traffic modelling for Options A and E.

2. Design Option Assessment

- (i) The traffic signal timings have now been corrected in the S-PARAMICS models for both Options A and E, and a new revised operational assessment has been undertaken.
- (ii) Further refinements were also made to the Option E S-PARAMICS model so that vehicles approaching the junction on A445 Emscote Road made more efficient use of the three available lanes.
- (iii) The performance of both options relative to base conditions is summarised within **Appendix A** of this note.

3. Explanation of Revised Results

- (i) The revised S-PARAMICS modelling results show that Option A still performs relatively better than Option E in terms of its predicted impact on average journey times per vehicle and average bus journey times.
- (ii) **Average Journey Times per Vehicle:** Table 1a in Appendix A demonstrates that currently in the am peak, the average eastbound journey time is 1.3 minutes per vehicle.
- (iii) Under Option A, the average per vehicle journey time is predicted to increase to 1.4 minutes (i.e. by roughly 6 seconds), whilst under Option E it is predicted to increase to 1.9 minutes (i.e. by roughly 36 seconds).
- (iv) In the westbound direction, there is no impact under Option A whereas journey times increase by roughly 12 seconds under Option E.

- (v) **Average Bus Journey Times:** Table 1b in Appendix A demonstrates that Option A has a very limited impact on bus journey times for the four main bus services running through the A445 Emscote Road/Rugby Road/Warwick New Road corridor.
- (vi) Option E, however, is predicted to increase the length of traffic queues on Greville Road to a much greater extent than Option A.
- (vii) This is because although predicted maximum average queues on Emscote Road are similar under Options A and E, those for Option E take longer to clear. This will have a negative impact on bus journey times for the G1 service travelling from Warwick to Leamington Spa.
- (viii) Average bus journey times on the above service are predicted to increase from 3.4 to 4.1 minutes under Option E, representing an increase of 42 seconds for each passenger journey, (36 seconds more than for Option A where the bus journey time increase is only 6 seconds).
- (ix) A comparison of the average bus journey times is shown in Graph 1c. This shows that under Option E, average bus journey times on service G1 Warwick to Leamington Spa are approximately double existing bus journey times between 08:15 and 08:20. Graph 1c also shows Option A has no discernable effect on existing average bus journey times.
- (x) The modelling results also show that for the eastbound G1 Warwick to Leamington Spa bus service, the longest bus journey time was 9.4 minutes under Option E compared to 4.6 minutes for Option A.
- (xi) This suggests that not only is the average bus journey time better under Option A, it is also much better in terms of bus journey time reliability than Option E.
- (xii) The reduced journey time reliability under Option E would be highly undesirable for bus passengers and the operator (Stagecoach), and could lead to a reduction in usage and potentially undermine the financial viability of the service. It remains the case that Option E cannot therefore be recommended for approval by the Area Committee.

4. Recommendation

- (i) In the context of the revised results of the design option assessment, it is recommended that the Area Committee approves design **Option A** for construction. It should be noted that although this is not the preferred option of the Stakeholder Group, it will nonetheless still significantly improve conditions for pedestrians and cyclists at this junction when compared to the existing conditions.
- (ii) Provided unexpected delays are not encountered following approval, it is envisaged that scheme construction will take place in Summer 2010.

Appendix A – Results of the Revised Option Assessment

Table 1a:- Average Journey Times per Vehicle - (08:00-09:00)

A445 Emscote Road - Average Vehicle Journey Time (Greville Road Junction to Guys Cliffe Avenue)		
Scheme Option	Eastbound	Westbound
Base 2007 (No Scheme)	1.3 mins	1.9 mins
Option A	1.4 mins	1.9 mins
Option E	1.9 mins	2.1 mins

Notes –

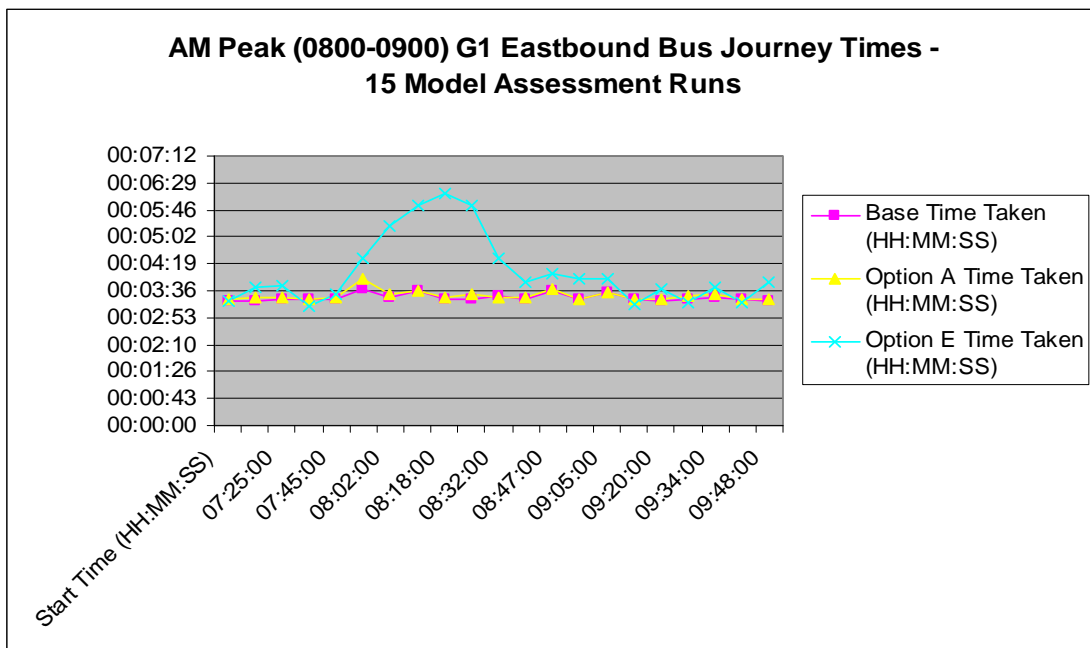
- Journey time measured over a distance of 1082m between the A445 Emscote Road / Greville Road Junction and Guys Cliffe Avenue.
- **Option A** increases per vehicle journey times by c.6 seconds in the eastbound direction but has no impact in the westbound direction.
- **Option E** increases per vehicle journey times by c. 36 seconds in the eastbound direction and c.12 seconds in the westbound direction.

Table 1b:- Average Bus Journey Times (minutes) (07:00-10:00)

Average Vehicle Journey Time for Bus Services: G1 (Greville Road / Beauchamp Road – Guys Cliffe Ave.) X17 (Emscote Road, Railway Bridge – Park Drive)				
Scheme	Service G1 Leamington to Warwick	Service G1 Warwick to Leamington	Service X17 Leamington to Warwick	Service X17 Warwick to Leamington
Base 2007 (No Scheme)	3.5 mins	3.4 mins	4.3 mins	5.1 mins
Option A	3.5 mins	3.5 mins	4.5 mins	5.4 mins
Option E	3.7 mins	4.1 mins	4.5 mins	5.3 mins

Notes –

- Bus Service Routes modelled in S-Paramics:
G1 – Greville Road / Beauchamp Avenue to Guys Cliffe Avenue
X17 – Emscote Road Railway Bridge to Park Drive / Avenue Road
- Bus timetable schedules were included in the AM peak and shoulder peak (i.e. the period immediately before and after the peak) within the model for the period 0700-1000 only.
- This was considered sensible because bus journey time reliability tends to be more critical for AM peak home to work/education trips than for homebound trips during the PM peak and peak shoulders.



Note - data is extracted from 15 S-Paramics model 'runs'.

Warwick Area Committee – 19 January 2010

A445 Rugby Road Junction S278 Works

Submission from Rockmill Lane residents association on behalf of 17 households in Rock Mill Lane.

Conclusions & observations

Following our local consultation with keen cyclists, pedestrians and car users we are strongly in favour of **option E** as the preferred design and disagree with the conclusions of the traffic study conducted for the department of planning, transport and economic strategy. We ask the department and committee to consider their recommendation in light of the following additional information.

Cycle path

It is unrealistic to expect most cyclists heading towards Leamington to cross the 3 separate toucan crossings proposed by option A and most would continue to use the main road putting them in conflict with motorised traffic filtering onto Rugby road or turning right from Warwick New Road onto Rugby Road. Option E reduces the number of crossings to two as well as providing greater safety to more confident cyclists who will continue to use the main junction but will no longer have a long filter lane to cross if heading east towards Leamington.

Road safety

There have been a number of serious accidents over the last 10 years involving traffic turning right from Warwick New Road into Rugby road and making use of the 'refuge' area. Option A does not address this problem and possibly compounds it as a toucan crossing obstructs the refuge area. There is also a speeding problem with traffic accelerating downhill off the Portobello bridge onto Rugby Road which creates conflicts with pedestrians, cyclists and traffic emerging from Blythe Liggins, Jewsons and Rock Mill Lane. Option E appears to cleverly address all these issues removing the refuge area and provides controlled and safer turnings onto Rugby road.

Traffic study & bus delays

We believe the traffic study is flawed in a number of respects. Congestion and delays at the Rugby Road junction at peak times are often due to traffic travelling eastbound onto Warwick New road blocking the single lane carriageway over the bridge and preventing use of the filter lane onto Rugby Road. As neither proposal includes a widening of the bridge this problem is not addressed.

We believe the study overstates the potential delays for traffic going onto Rugby Road as the only times the new left turn proposed by option E would need to be on red is at the point in the light cycle when traffic is turning right from Warwick New Road or when the toucan crossing is activated. As these two events could always be run sequentially it would seem to cause very little extra delay from the single toucan crossing proposal in option A.

Delays to the bus services on Greville road are primarily caused by the width of the junction with Emscote road and the slow processing of traffic turning right towards Warwick. We believe the delay at the Rugby road junction could be mitigated by either widening the Greville Road exit to 2 lanes or making it left turn only and requiring traffic heading towards Warwick to use alternative routes via Coventry Road or Montague Road/Charles Street which both have light controlled exits. An alternative would be for the pedestrian crossing by Burberry court to be activated periodically at peak times to manage flow of traffic along Emscote road and allow the traffic both exiting and entering Greville Road to clear.

Finally, we are unclear whether the traffic study takes account of the additional 200 homes and their vehicles who will be using Rock Mill Lane once the waterfront development is complete. This traffic would be safer under option E both emerging from Rock Mill Lane and turning right from Warwick New Road onto Rugby Road. We were also led to believe that there would be a traffic sensor in Rock Mill Lane to activate any toucan crossings to allow traffic to emerge safely when vehicles were queuing for a long period – it is unclear whether this is retained under either proposal.

A Briefing Note for the Warwick Area Committee for 19th January 2010

Rugby Road Junction

1. **Our thanks to our councillors and the officers** for the time and effort that has been put in to produce two possible solutions to the very real challenge that this junction presents.

From the Stakeholder perspective, Option E is by far the better option, for the following reasons:

2. **Option E is more encouraging for pedestrians and cyclists :**

a) **There is one fewer road crossing** to make, thus improving both pedestrian and cycle times : *“more user friendly”*

b) **The reduced speed** of traffic turning into Rugby Road produces a safer environment for all, thus encouraging greater numbers of people to consider cycling and walking as a real option.

c) **For westbound cycle users** the cycle lane is 1.5m wide (and could be wider) whereas option A is only 1.2m, (squashed beside two lanes of cars) which is insufficient width to encourage new riders because most of them will still feel threatened in that position in relation to four wheeled vehicles.

d) **Eastbound cyclists to the Warwick New Road** are not required to cross the traffic speeding up Rugby Road : something that even assertive cyclists would find intimidating.

3. **On Option A** has many characteristics which do not support increased cycling and walking

a) **The shared eastbound pedestrian/cycle path** on the North side of the very busy Rugby Road presents a number of problems:

i) Shared use paths are the option of last resort because of the potential of conflict among the users: people on bikes, people with dogs/prams/toddlers, and in this case, all having to share the footpath alongside fast moving traffic.

ii) This problem of shared use of space is further aggravated by the lack of width. At the point of the Toucan crossing the net width is only 2.5m. DfT standards require additional width for paths bounded by hedge/fence/wall, and a safety margin from adjacent traffic. The signal post of the Toucan will also further obstruct the available width.

iii) This lack of space presents a further practical problem when the cyclists stop to turn right, to cross at the Toucan crossing. A cycle is some 1.7m in length, thus the footpath will be partially blocked while the cyclists are waiting to cross. Such lack of space may be permissible on a lightly used route, but not on this one as the current footpath is already busy and cycle / pedestrian conflict will be an inevitable result.

iv) The minimum widths set out in the Department of Transport (DfT) standards, are set out for a small number of users: the DfT emphasises, “*Wherever possible, widths larger than the minimum should be used. Practitioners should not regard minimum widths as design targets*”, p42, LTN 2/08. Option A does not even meet the minimum design standards set by the DfT, p43, LTN 2/08.

b) **The highly unsatisfactory crossing of the Rugby Road** by cyclists heading east into Warwick New Road is still included.

4. **In Option E these problems are all avoided**, because the eastbound cycle path turns off the Rugby Road footpath much earlier, and the cyclists approach the Toucan crossing in line, rather than at right angles.

5. **This junction is a key part of the Principal Cycle Route** between Warwick and Leamington, and the potential for significantly increased numbers of commuters to work, and students to Warwickshire College must be factored in. (LTP Annex 2, p25)

6. **The issue of the bus times** is highlighted in the Agenda Paper: however, the difference in travel times for the G1 bus at peak times is marginal between the two options, especially when compared with the extra 10 minutes already factored into the timetable by Stagecoach (see attached). Bus travel times at present are locked into car travel times, which have low priority, principally because of the Greville Road junction design.

7. **The different vehicle travel times** shown from the computer simulation will be barely noticeable in practice. Travel time is one of the factors affecting people’s choice of how and when to travel.

8. **Option E** has a small but real strategic benefit that meets the aims of the LTP in seeking increased shift from car to pedestrian and cycle use.

9. **On the question of choice of surfaces** for the pedestrian islands, and other environmental issues, and some aspects of detail, we would be grateful if these could be discussed further, once the choice has been made on which Option to take.

In conclusion, we therefore strongly urge you to support the adoption of Option E.

The design is in all respects more user friendly than Option A and, we believe, on balance, it meets WCC's transport objectives as set out in the LTP better than Option A.

With thanks

Rodney King

On behalf of the Stakeholder Group

G1 bus service from Spinney Hill (Greville Road) to top of Parade, Leamington Spa

Spinney Hill (Greville Road)	06.58	07.11	07.24	07.34	07.44	07.54	08.02	08.12	08.21	08.26	08.31	08.43	08.53	09.03
Leamington (Upper Parade) arrival	07.06	07.19	07.32	07.42	07.52	08.07	08.20	08.30	08.39	08.44	08.49	08.57	09.05	09.11
Scheduled length of journey (minutes)	8	8	8	8	8	15	18	18	18	18	18	14	12	8

So the bus-company schedules the journey times to increase from 8 to 18 minutes. It does not seem likely that they will be unduly fazed by the extra 36 seconds of Option E.

[G1 is a Goldline route run, and presumably owned, by Stagecoach.]

Archie, January 17th, 2010

**Extract of the Draft Minute of the Warwick Area Committee Meeting held
on 19 January 2010**

3. Portobello Bridge – Design Option

The Committee considered the report of the Strategic Director for Environment and Economy and the amended operational assessment results together with e-mail submissions from Rockmill Lane Residents Association and the Stakeholders Group.

John Harvey and Nick Dauncey introduced the item with short presentation that included videos of the traffic modelling results for both Options A and E. Both options provided benefits for cyclists and pedestrians but Option E was the best having only two Toucan crossings instead of 3. Option A, however, provided the best solution for other traffic, with far fewer traffic hold ups.

The following issues arose during a question and answer session on the presentation:-

- (1) The video presentations were snapshots at particular times.
- (2) The major impact on traffic would be at the Junction of Rugby Road and on Greville Road.
- (3) Although no account was taken of the Rock Mill Lane development, this would only add about one car a minute to the traffic. The proposed Toucan crossing by the doctors' surgery in Emscote Road could be phased in with the new traffic signals at the junction to mitigate delays.
- (4) Option E would be easier for traffic exiting Rock Mill Lane.
- (5) Although it would be possible to include a filter light for traffic turning into Rugby Road under Option E, the configuration of the lanes would mean that only four to five vehicles could wait in the left turn lane for Rugby Road and traffic tailing back from adjacent lanes would cut off access to the left turn lane.
- (6) Some Members had difficulty in relating the traffic flow models to their perception the junction when they used it.
- (7) Although officers did not have the statistics with them of the levels of emissions that would be produced by vehicles at the junction under the various traffic flow models, those levels would be higher if there were more queuing.

Archie Pitts, Chairman of Leamington Society

He was present to speak on behalf of all road users. He was aware of the efforts made to reach the optimum scheme. The Committee were being asked to choose between options A and E. He found the videos interesting. He said that, in the worse case, on average the G1 bus would only be delayed by 36 seconds under option E when Stagecoach had already factored in an extra 10 minutes for the journey from Upper Parade, Leamington Spa, to Spinney Hill, Warwick, at peak times. He supported Option E.

Andy Patrick, Cycleways

He was strongly in favour of Option E as it was quicker, safer and provided less conflict between cyclists and other users. That option would make cycling to Warwick more attractive. Cycleways had carried out measurements in respect of the shared eastbound pedestrian and cycle path along Rugby Road under Option A and had found that its width was not up to DfT standards along its whole length. This would be avoided under Option E. The junction was key to a strategic cycle route in the area and cycle routes were only as strong as their weakest link. Option E would help deliver the Local Transport Plan by inducing slower speeds on Greville Road.

Julie Bradley, Cyclist

She regularly cycled along Emscote Road and it was with great trepidation that she turned into the traffic lane for Warwick New Road, as she felt very unsafe with cars on both sides. Potential cyclists were put off by having to make that manoeuvre. To encourage more cyclists it was essential to make them feel safe. She therefore strongly recommended Option E.

Janet Alty

She was attending to speak on behalf of pedestrians. A remarkable number of people chose the healthy option and walked the route. The LTP called for a modal shift from car useage and the new LTP would call for a greater modal shift. She strongly urged the Committee to choose Option E.

Dennis Cripps, Cycleways

He thought that Option E provided for a left turn filter eastbound at the junction. The simulation of traffic flows had not been modified to show this and was therefore valueless.

Steve Burd, Managing Director of Stagecoach Warwickshire

He wished to speak in the interests of bus passengers. Option E significantly worsened peak journey times. The Traffic Commissioner required bus operators to alter timetables in the light of known changes to journey times. Stagecoach would either have to reduce the frequency of journeys or put in additional resources. Option E would have the worst impact because it increased journey time inconsistently, while Option A was more consistent. He strongly supported Option A.

John Harvey said that as a transport planner he took account of all road users and the recommendation was based on a balanced decision to deal with a difficult situation. Both options offered improved facilities for pedestrians and cyclists. He knew that there was a perceived risk but a safety audit had been carried out at the junction and the proposals had been found to be acceptable. Option E increased journey times, particularly in Greville Road. He was not sure what was meant by the suggestion that the combined cycle path and footpath in Rugby Road was not up to DfT standards but a safety audit had been carried out and if it were narrow on any of its length, it had been considered to be acceptable.

Councillor Martyn Ashford said that there were both winners and losers for each option. Option E benefited cyclists at the expense of bus services therefore on balance he favoured Option A and would move the recommendation in the report.

Councillor Les Caborn said that he would second the motion.

Councillor John Whitehouse said that he had been involved in the issue as Cycling Champion for the Warwick District and paid tribute to everybody concerned for the massive effort they had devoted to matter. He felt that Option E was the correct way forward and said that he would move an amendment on that basis. When he had seen the difference in the data for the two options in the report, he had felt that there was something wrong and this had been proved to be true when the revised figures were circulated, which produced a massive change to the figures. He referred the statement in paragraph 3(ix) that bus journeys would double and said that this was only over part of the journey. Travel times could vary dramatically by starting ten minutes earlier and people tended to adapt to changes in traffic flows. This was not shown in the modelling. Option E was the most appropriate strategically because it offered to further the modal shift required by the LTP.

Councillor Tim Naylor had come to the meeting with an open mind. He had concerns about the modelling and after listening to the various comments had come to the conclusion that Option E was best.

Councillor Clare Hopkinson said that vehicle numbers would grow and Option E would add to the traffic jams. She therefore favoured Option A.

Councillor Eithne Goode said that she was content to wait a few minutes longer at the junction sitting in the comfort of her car if it meant that cyclists and pedestrians who were exposed to the weather could move through the junction more quickly. She would therefore support Councillor John Whitehouse.

Councillor Dave Shilton said that he would support Option A because of air quality issues in the District.

Councillor Sarah Boad favoured Option E. This area was only a small part of the journey between Leamington and Warwick. There were other problem areas along Emscote Road at the Tesco and Homebase traffic lights. Coten End was far more difficult. Stagecoach had already built in a ten minute delay on its bus services during peak traffic compared to the 36 seconds delay it was estimated that Option E would produce. The problems would occur at only two very brief periods of the day when the traffic was at its heaviest. The major problem seemed to be parents taking their children to Kings High School and Warwick School by car.

Councillor Angela Warner found it a difficult choice between the two options. Whereas her natural inclination was to go with Option E because of its benefit to cyclists and pedestrians, the traffic simulation showed that this

option increased travel times, which would have a detrimental affect on bus services and the environment. In the circumstances she would have to support Option A.

The Chair said that she was a regular user of the junction at 5 p.m. onwards. She was persuaded to support Option A because of the bottleneck that would be created for traffic turning out of Greville Road onto Emscote Road if Option E was adopted.

The Vice Chair, seconded by Councillor Les Caborn it was then Resolved, 6 members having voted in favour and five against:-

That the Warwick Area Committee approves Option A as the preferred design for the A445 Rugby Road Junction.

CALL-IN REQUEST	Please state your name	Which Committee do you Chair?
Request by Chair of relevant Overview and Scrutiny Committee	Councillor	
Request by other Councillors	1.Councillor Tim Naylor 2.Councillor Sarah Boad 3. Councillor John Whitehouse 4. Councillor Chris Davis	
Decision maker <i>(please state Cabinet or relevant Area Committee, or name and title of officer)</i>		Date of Decision
Warwick Area Committee		19 January 2010
Relevant Decision <i>(please identify the particular decision that is being called in)</i>		
Minute 3 – Portobello Bridge – Design Option Decision: That the Warwick Area Committee approves Option A as the preferred design for the A445 Rugby Road Junction.		
Reasons for Call-in <i>(please give nature of concerns)</i>		
Deep reservations regarding the data underlying the decision.		
Office Use Only – To be completed by Member Services		
Date Request Received	Is the request valid? <i>(if not please give reason for invalidity)</i>	
29 January 2010		

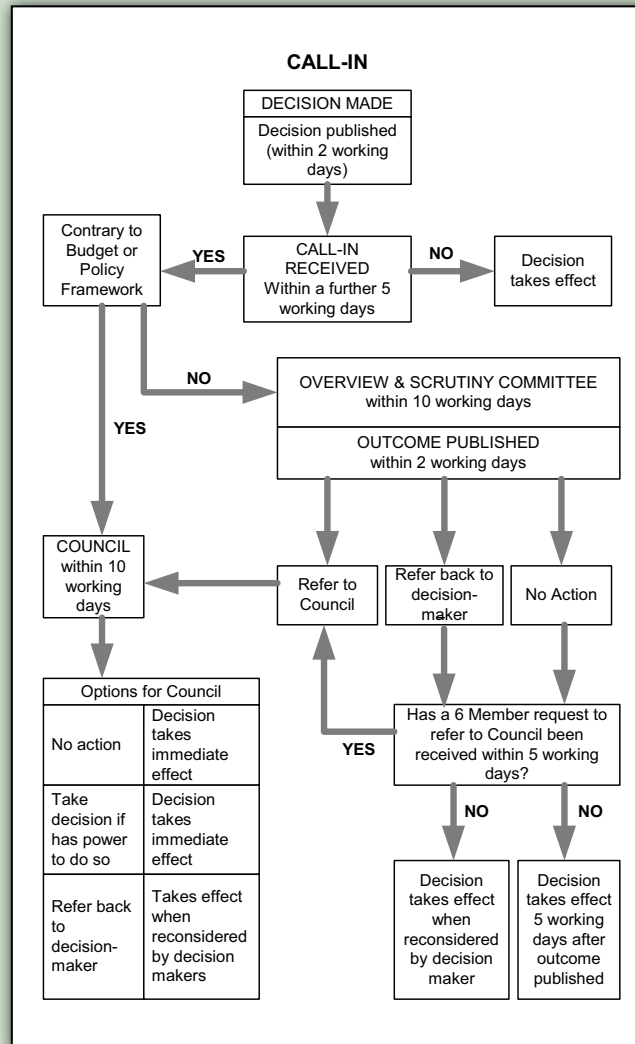
What can the Council do?

- Set out its concerns in writing and ask the decision-taker to reconsider; or
- Make the decision itself with/without amendment if it has the power to do so; or
- Decide to take no action

When does a decision take effect?

- On the date the decision-maker reconsiders the decision following a referral from Council or the relevant Overview and Scrutiny Committee.
- On the date the Council makes the decision with or without amendment.
- On the date the Council decides to take no action
- Where an Overview and Scrutiny Committee decides to take no action on the expiry of 5 working days from the publication of the outcome of that meeting if there is no request for referral to Council.

Call-In



CALL-IN

Elected Member Guide

Performance & Development Directorate

Once a decision has reached one of these stages the call-in procedure is completed and no further call-in can be made

What is a call in?

Call-in is the formal process that allows councillors to query some executive decisions i.e.

- The Cabinet
- Committees of the Cabinet
- Area Committees making executive decisions
- Officers making key executive decisions

If the decision is called-in no steps can be taken to implement the decision until the call-in process has come to an end.

Call-in does not apply to urgent decisions where the necessary consent has been obtained or operational/day to day management decisions made by officers.

The call-in procedure may only be used once for any particular decision.

Standard forms can be obtained from Member Services

The call-in process

Decisions made by the Cabinet, any Cabinet committees, Area Committees and key decisions made by officers are published electronically, normally within 2 working days of being made.

Within **5 working days** of the date the decision is published

- the Chair of the relevant Overview and Scrutiny Committee or
- any four elected members of the Council

may make a written request to call-in the decision to the Strategic Director of Performance & Development.

Within 10 working days of receiving the request the Overview and Scrutiny Committee will have to meet to consider the decision.

A meeting of the full council may be held in place of the Overview and Scrutiny Committee if the decision appears to be contrary to the policy framework or budget with the agreement of the Chair of Council and the Chair of the relevant Overview and Scrutiny Committee

Any request must set out clearly the particular decision that is being called-in, the nature of the concerns and the reason(s) for the call-in. This should be in sufficient detail to enable the Overview and Scrutiny Committee or Council to understand the issue it is being asked to review. The standard form should be used.

What can the Overview and Scrutiny Committee do?

- Set out its concerns in writing and ask the decision-taker to reconsider
- Refer the matter to full Council; or
- Decide to take no action

The outcome of the meeting will normally be published electronically within 2 working days of the meeting.

If the Overview and Scrutiny Committee refer the matter to Council, the Council must meet within 10 working days of the Overview and Scrutiny Committee meeting.

Alternatively any 6 elected members may ask for the decision to be referred to Council by giving written notice to the Strategic Director of Performance & Development.

The notice must be received within 5 working days of the date of publication of the outcome of the Overview and Scrutiny Committee meeting. The standard form should be used.

The notice must set out clearly the reasons and concerns for seeking to refer the decision to Council.

The Council has to meet to consider the decision within 10 working days of receipt of the notice.