

# **Proposed Decision to be taken by the Portfolio Holder for Transport on or after 16 June 2017**

## **Objections to Proposed Traffic Signals at C30 Hillmorton Lane / link road to Houlton, Rugby**

### **Recommendation**

The Portfolio Holder for Transport approves the introduction of traffic signals with pedestrian facilities as advertised in accordance with the Road Traffic Regulation Act 1984, Section 23, conditional upon the necessary turning movement restriction orders being implemented and the Highways Act 1980, Section 278 agreement being in place.

### **1.0 Key Issues**

- 1.1 A planning application (R11/0699) was submitted to Rugby Borough Council for an urban extension to Rugby which has become known as Houlton. Planning permission was granted on 01 April 2011 and this includes the requirement on the Developer to provide a link road connecting the development to Clifton Road / Butlers Leap traffic signal controlled junction. A new traffic signal controlled junction is also proposed where the link road crosses Hillmorton Lane and shuttle-working traffic signals at the railway bridge at The Kent.
- 1.2 Public notice was given of the intention to install traffic signals at these three locations and an objection was received to the proposal for Hillmorton Lane / link road.
- 1.3 Where a highway scheme is considered and approved as part of the planning process, the courts have made it clear that the highway / traffic authority is expected to co-operate in its implementation unless some exceptional or changed circumstances call for a different approach. The planning permission could be amended to remove the need for the traffic signal controls, but this would require a further planning application by the developer and the agreement of Rugby Borough Council (which would be guided, but not bound by, the advice of the highway / traffic authority).
- 1.4 The County Council intends to enter into a Section 278 agreement with the Developer to undertake the works. Under that agreement the cost of the works will be fully funded by the Developer.
- 1.5 Traffic signal controlled junctions with pedestrian facilities contribute to an integrated pedestrian and cycling network and help reduce conflict between traffic, cyclists and pedestrians, encouraging feelings of safety. These factors are important in encouraging walking and cycling within a community. The

design of these facilities takes into account the needs of people with physical and sensory disabilities to ensure equality of opportunity and access.

## 2.0 Consultation

- 2.1 The Road Traffic Regulation Act 1984, Section 23, requires that before establishing, altering or removing a pedestrian crossing facility, the authority shall consult with the Chief Officer of Police and give public notice of the proposal. A public notice was published on 24 February 2017 in the Rugby Observer and notices were erected in the vicinity of the proposed traffic signal controlled junction. Details were sent to statutory consultees (including the Chief Officer of Police) and the residents directly affected. A location plan and the consultation plan can be seen in **Appendix A**.
- 2.2 During the period of the consultation (24 February to 24 March 2017) one objection was received from a member of the public. The following paragraphs summarise the points made in respect of the installation of traffic signals and gives responses.
- 2.3 **Point 1:** Why can vehicles travelling north from Hillmorton Lane only continue ahead or turn right on the link road eastbound but not turn left to travel west?  
**Response:** Further traffic modelling has been carried out to assess the impact on queues and delays at the junction if the left turn from Hillmorton Lane to the link road (westbound) is permitted. The results have shown that this would provide additional junction capacity without a significant increase in delays and therefore the design will be modified to permit this manoeuvre.
- 2.4 **Point 2:** Why can vehicles travelling south on Hillmorton Lane only continue ahead?  
**Response:** In order to maximise the efficiency and capacity of the junction the operation of the traffic signals has been optimised by removing turning movements where there is likely to be very low demand or where it is not possible to provide a safe place for vehicles to wait to turn. It is considered that there would be very little demand for vehicles to travel south on Hillmorton Lane and then turn right to use the link road to the Butlers Leap junction when drivers could use Rugby Road as a more direct route.

The traffic signal junction includes a pedestrian crossing on the eastern arm of the link road and it would be necessary to stop all traffic to allow this crossing to operate if the left turn from Hillmorton Road southbound towards Houlton was permitted. This would affect the operational capacity and efficiency of the junction. There are alternative accesses to Houlton from the A5 or from A428 Crick Road for any vehicles travelling from the north.

- 2.5 **Point 3:** Why can vehicles travelling eastbound on the link road only continue ahead?  
**Response:** The results of the traffic modelling have shown that there would be very little demand for vehicles to travel east on the link road and then turn left to use Hillmorton Lane to Clifton-upon-Dunsmore when drivers could use Rugby Road as a more direct route. Furthermore, to allow this movement

would require all the traffic in the junction to be stopped if the pedestrian crossing on the northern arm of the junction is to be operated.

The traffic signal junction has been designed within the constraints of the land available and is compact so as to minimise delays between traffic on opposing arms seeing green signals (the “intergreen period”). As a result it is not possible to provide an area in the junction where drivers could safely wait to turn right towards The Kent.

- 2.6 **Point 4:** Why can vehicles travelling west on the link road only continue ahead or turn left onto Hillmorton Lane southbound but not turn right to travel north?

**Response:** The purpose of this turning ban is to avoid additional traffic using Clifton-upon-Dunsmore as a through route.

- 2.7 **Point 5:** It will not be possible to enforce the turning movement restrictions.

**Response:** The junction layout has been designed to make it difficult for drivers to make these manoeuvres. There will be adequate warning signs and road markings. The enforcement of the restrictions will be the responsibility of Warwickshire Police.

- 2.8 Warwickshire Police have been consulted about this proposal and they do not have any objection provided that traffic regulation orders are introduced for the turning movement restrictions. The advertisement and consultation of the turning movement restrictions will be subject to a separate statutory notice and consultation procedure and any objections will be reported to the Portfolio Holder for Transport.

### 3.0 Financial Implications

- 3.1 The County Council intends to enter into a Section 278 agreement with the Developer to undertake the works. Under that agreement the costs will be fully funded by the Developer. Approval to add this scheme to the capital programme was given by the Portfolio Holder for Finance and Property at his decision making meeting on 21 March 2017. However, this was a decision concerning financial and operational management and does not affect the responsibility of the Portfolio Holder for Transport to consider the merits of the proposed scheme.

### 4.0 Conclusion

- 4.1 The requirement for the installation of traffic signals with pedestrian facilities was identified during the consultation phase of the planning application and its location and design has been specified in a planning condition. The design has been subjected to a Stage 2 Road Safety Audit and no departures from standard have been identified. The costs associated with the introduction of the traffic signals will be funded by the Developer.
- 4.2 One objection has been received from a member of the public to the proposed traffic signal junction at Hillmorton Lane / link road. As a result of further traffic

modelling work which has been undertaken, it is now proposed to permit the left turn from Hillmorton Lane into the link road (westbound).

- 4.3 The advertisement and consultation on traffic regulation orders for turning movement restrictions will be subject to a separate statutory notice and consultation procedure and any objections will be reported to the Portfolio Holder for Transport.
- 4.4 It is recommended that the Portfolio Holder for Transport approves the installation of the traffic signals with pedestrian facilities as advertised conditional upon the necessary turning movement restriction orders being implemented and the Section 278 agreement with the Developer being entered into.

## Background papers

Objection to the installation of traffic signal junction with pedestrian facilities

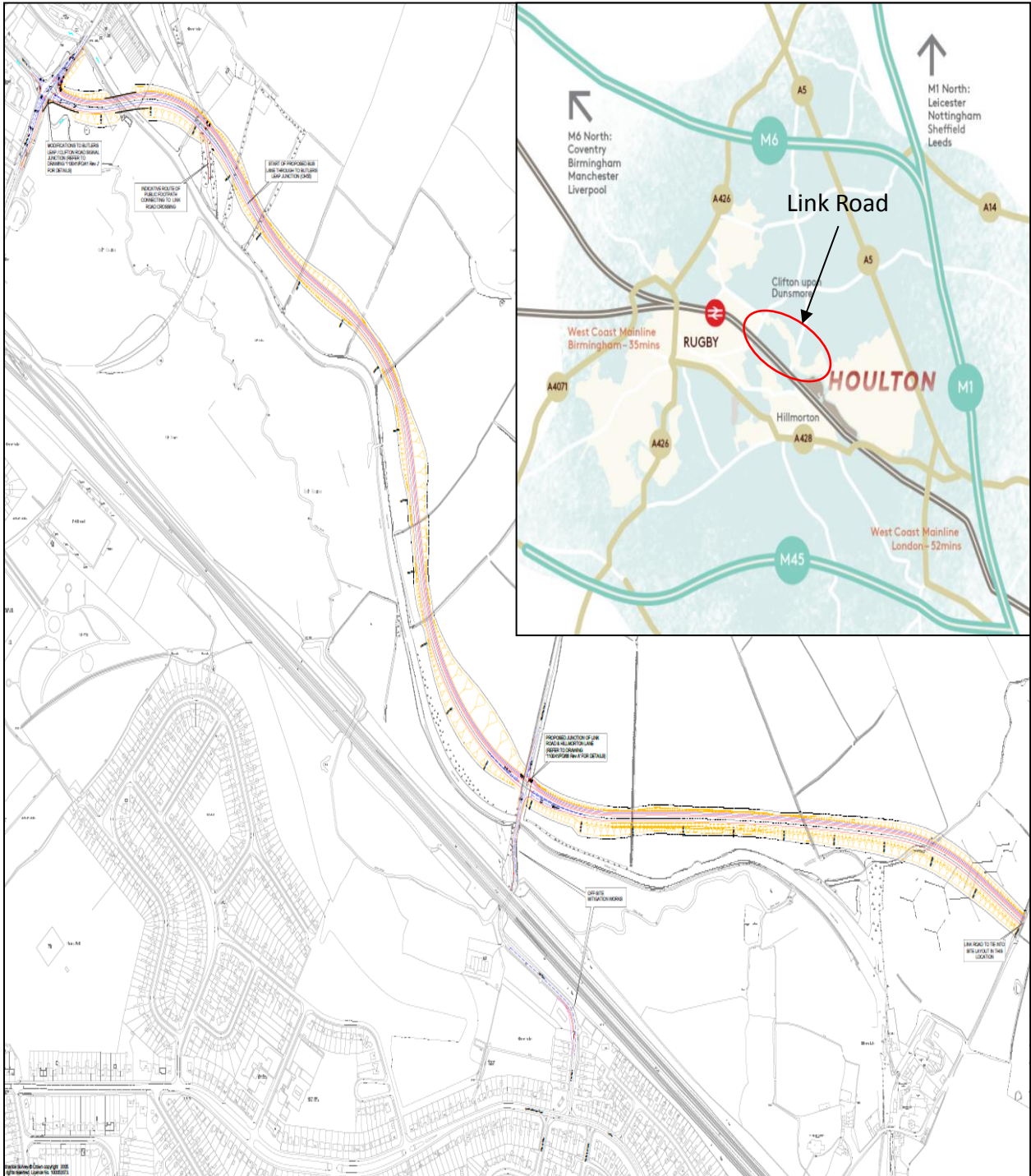
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The report was circulated to the following members prior to publication:

Local Member - Cllr Warwick (Fosse)

Other Members – Cllr Boad; Cllr Dahmash (Hillmorton); Cllr Roodhouse (Eastlands)  
Cllr Boad

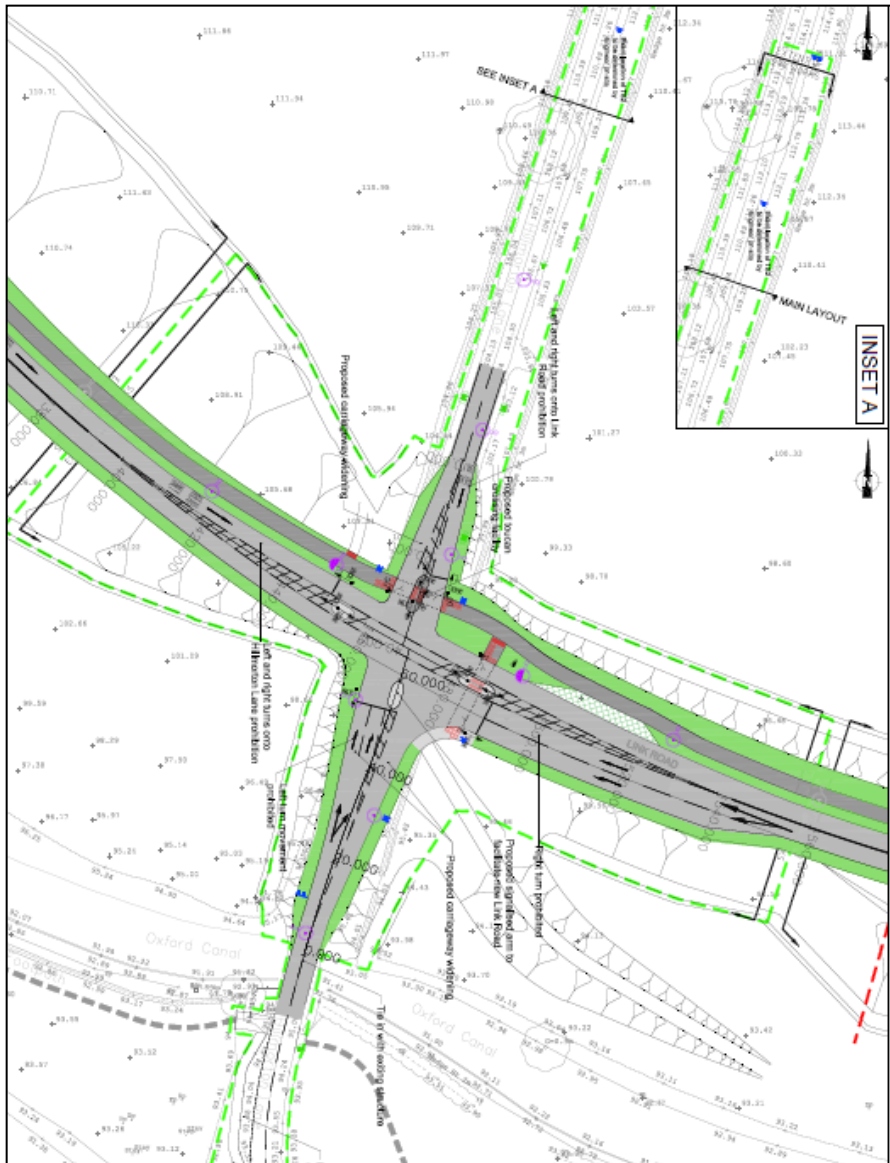
# Appendix A (1)



Overall plan

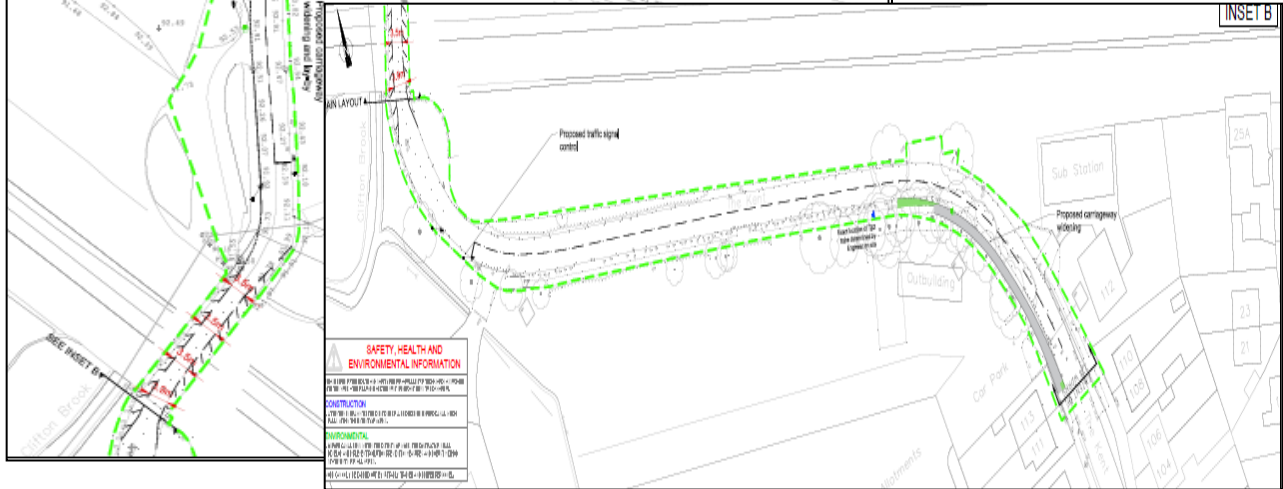
Link Road to Houlton

# Appendix A (2)



Hillmorton Lane / link road junction

The Kent



**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**  
 CONSTRUCTION  
 IMPROVEMENTS  
 CONTACT INFORMATION

S278 scheme:  
C30 Hillmorton Lane / link road