

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

Objections to Proposed Traffic Signals at A4254 Eastboro Way, Nuneaton

Recommendation

The Portfolio Holder for Transport approves the introduction of two traffic signal controlled junctions with pedestrian facilities and a Toucan crossing as advertised in accordance with the Road Traffic Regulation Act 1984, Section 23, conditional upon the necessary Highways Act 1980, Section 278 agreement being in place.

1.0 Key Issues

- 1.1 A planning application (033157) was submitted to Nuneaton and Bedworth Borough Council for residential development of up to 330 dwellings on land at the corner of Eastboro Way and The Long Shoot, Nuneaton. Planning permission was granted on 08 April 2016 and this includes the requirement on the Developer to implement two site accesses and a shared footway / cycleway. The site accesses form crossroads with the two junctions of Eastboro Way with Camborne Drive and are proposed to be traffic signal controlled.
- 1.2 Once technical review of the proposed traffic signal junctions had commenced, it was established that it would not be possible to provide full pedestrian and cycling facilities at both junctions without compromising the safe and efficient operation of the traffic signals. It was agreed with the Developer that the provision of a mid-block Toucan crossing would provide an acceptable alternative where the facility could not be provided at the junctions and has the advantage of directly linking with the cycling route through the Camborne Drive estate.
- 1.3 Public notice was given of the intention to install two traffic signal controlled junctions and a Toucan crossing and three objections were received.
- 1.4 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 Nuneaton and Bedworth Borough Council (which would be guided, but not bound by, the advice of the highway / traffic authority).

- 1.5 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.
- 1.6 Traffic signal controlled junctions with pedestrian facilities and Toucan crossings 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 and the crossings include audible and tactile indicators to assist the visually impaired which operate throughout the day and night.

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 16 March 2017 in the Nuneaton Evening News 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 the **Appendix** .
- 2.2 During the period of the consultation (16 March to 07 April 2017) three objections were received from members 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:** The requirement for traffic signals is based on a flawed assessment. **Response:** The Transport Assessment submitted as part of the planning application process utilised Warwickshire County Council's newly developed corridor traffic model for this area. It meets Department for Transport criteria for calibration and validation.

The principle of traffic signal controlled junctions at the two accesses was assessed through the planning application process according to the required national guidance and demonstrated betterment to the operation of the network.

- 2.4 **Point 2:** The installation of three sets of traffic signals in a short distance will lead to stop/start traffic and congestion, particularly at peak times. **Response:** The traffic signals and Toucan crossing will include the latest vehicle detection technology which will be used to dynamically alter the timings so as to minimise delays to all road users. Furthermore, the traffic signals and the Toucan crossing will be linked so that traffic should flow along Eastboro Way rather than being stopped frequently.

Eastboro Way already experiences congestion and its capacity will be increased by having two lanes in each direction.

2.5 **Point 3:** The widening of Eastboro Way into two lanes will create a bottle neck where the two lanes merge, increasing queue lengths.

Response: Warwickshire County Council are investigating wider strategies to accommodate the traffic impacts arising from Nuneaton and Bedworth Borough Council's Local Plan, which includes the future signalisation of the Hinckley Road/The Long Shoot/Eastboro Way roundabout. It is not viable to secure all of the improvements from a single development site, so the current proposals for two traffic signal controlled junctions and a Toucan crossing have been determined to mitigate the impacts of this single development.

2.6 **Point 4:** Traffic will build up on Camborne Drive outside residential properties.

Response: Traffic will have to queue at a red traffic signal, however traffic currently queues at the give way from Camborne Drive to Eastboro Way. The vehicle detectors will ensure that the delay to vehicles waiting on Camborne Drive are minimised. However, it is acknowledged that residential properties near the junctions will continue to be directly affected by queuing vehicles.

2.7 **Point 5:** Householders will not be able to enter or exit their driveways when there is a queue of vehicles waiting at a red traffic signal and a queue of vehicles waiting behind a bus opposite.

Response: There may be a short delay before there is a gap in queuing traffic following a change from a red to a green traffic signal which would allow householders in the vicinity of the junctions to enter or exit their driveways. The length of the delay will be related to the cycle time of the traffic signals which configured to reduce delay and congestion, and to the consideration of other drivers. This delay may increase if there is a bus picking up or dropping off passengers on the opposite side to the queue at the same time, however it is not expected that householders will experience excessive delays.

2.8 **Point 6:** Existing householders near the Camborne Drive junctions will be directly affected by pollution and noise.

Response: Eastboro Way is not within an existing Air Quality Management Area nor does it suffer from the canyoning effects due to high sided buildings in close proximity to the highway. Air Quality assessments have been carried out by Nuneaton and Bedworth Borough Council as part of their Local Plan process.

The traffic signal controlled junctions and the Toucan crossing will include an audible signal, which is provided to assist the visually impaired but will only be active between 7am and 9pm daily. The audible signal will only occur when the pedestrian / cyclist crossing facilities are being used and the volume will be set with consideration to adjacent properties to minimise the noise intrusion.

2.9 **Point 7:** The value of properties will reduce.

Response: If a property depreciates in value as a result of physical factors arising from the use of public development works, then it may be possible to

make a claim under the Land Compensation Act 1973. 'Physical factors' are: noise; vibration; smell; fumes; smoke; artificial light; discharge onto the land of any solid or liquid substance.

2.10 **Point 8:** There will be a loss of privacy.

Response: It is acknowledged that drivers or their passengers may look into the windows of adjoining properties. This could occur at any location where vehicles are stopped and is not specific to this proposal.

2.11 Warwickshire Police have been consulted about the intention to install two traffic signal controlled junctions with pedestrian facilities and a Toucan crossing. Warwickshire Police support these proposals.

2.12 Councillor Clarke is aware of the proposals and that these are in accordance with a planning condition.

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 16 September 2016. 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 and Toucan crossing will be funded by the Developer.

4.2 It is recommended that the Portfolio Holder for Transport approves the installation of the two traffic signal controlled junctions with pedestrian facilities and the Toucan crossing as advertised, conditional upon the Section 278 agreement with the Developer being entered into.

Background papers

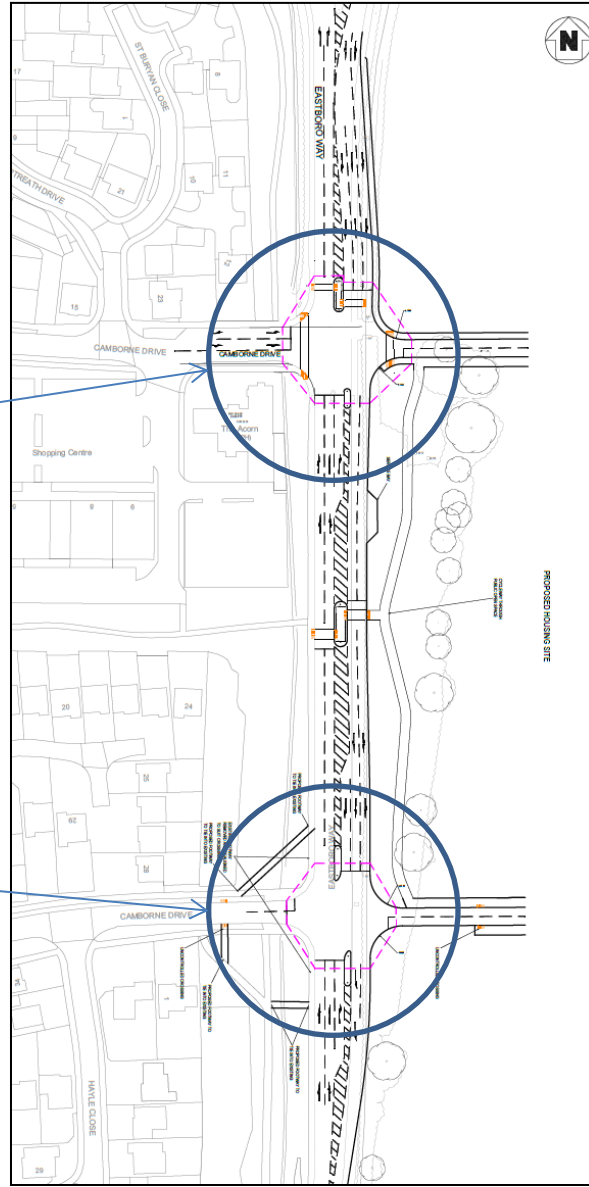
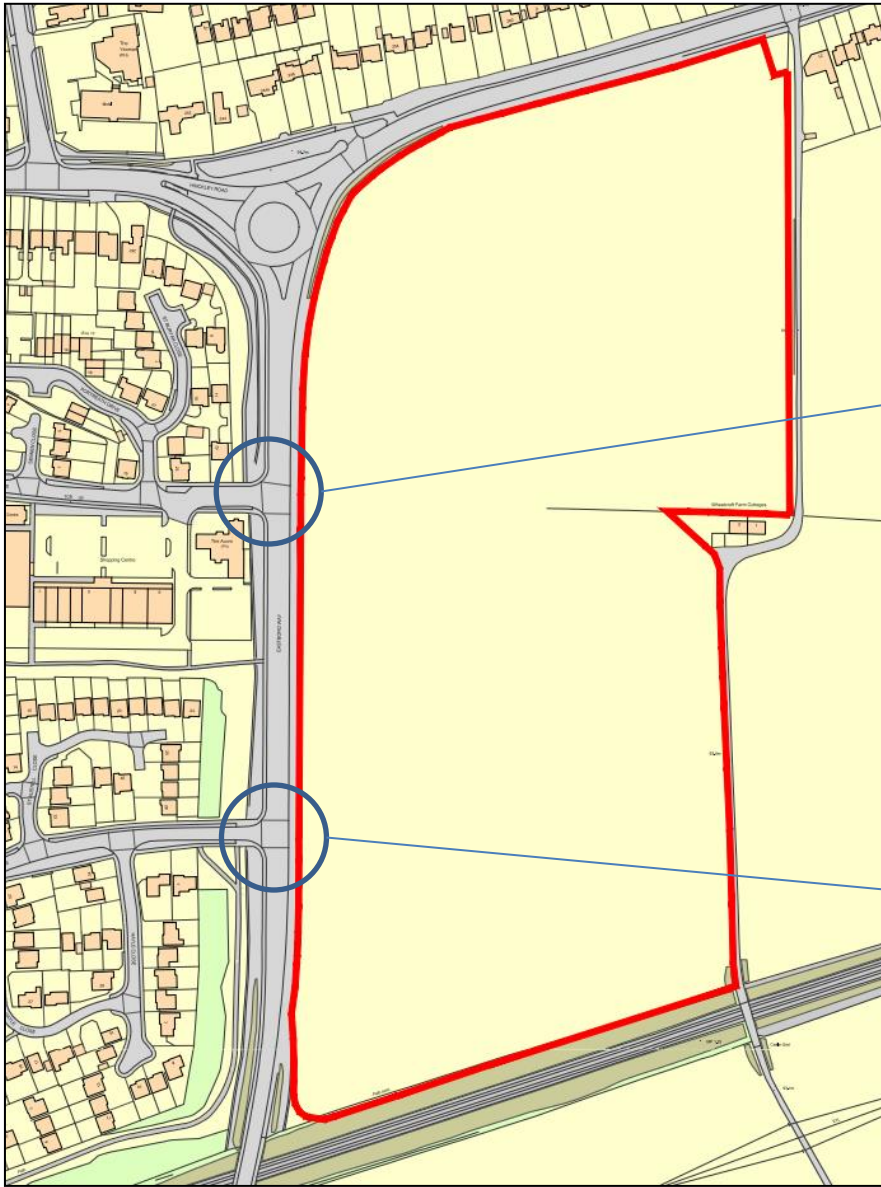
Objections to the installation of traffic signal junction with pedestrian facilities

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

Local Member - Cllr Clarke (Nuneaton St Nicolas)

Other Members – Cllr Boad and Cllr Butlin



Location plan

Extracts from Node drawing GLAD-2104-LS-DF and Jubb drawing C16178-700-P3

S278 scheme:
A4254 Eastboro Way, Nuneaton