

Proposed Decision to be made by the Portfolio Holder for Transport and Environment on or after 16 February 2018

Warwickshire County Council (Kipling Avenue & Tennyson Avenue, Warwick) (One Way Traffic) order 2017 (now 2018) with associated traffic calming features

Recommendations

That the Portfolio Holder for Transport and Environment approves;

- 1) The Warwickshire County Council (Kipling Avenue & Tennyson Avenue, Warwick)(One Way Traffic) Order 2017 (now 2018) be made as advertised in **Appendix 1**.
- 2) the traffic calming features with amendments as set out in **Appendix 2** and **4**.

1.0 Key Issues

- 1.1 Concerns were raised by local residents through the County Councillor that vehicles using Kipling Avenue and Tennyson Avenue during school hours were causing safety problems.
- 1.2 The County Councillor asked for a traffic safety proposal to ensure a safer environment for all road users on Kipling Avenue and Tennyson Avenue.

2.0 Proposal

- 2.1 A proposal (**Appendix 1 and 3**) was advertised on 19 October 2017 and finished on 17 November 2017.

The original advertised plan showing the traffic calming features is contained in **Appendix 3**. A written summary of the revisions to this plan is contained within **Appendix 4**.

The changes to the build-outs are very minimal and it has been decided that no further consultation is needed on these changes as the scope of the proposals has not changed significantly enough to warrant it, and no further changes to the proposed movement through the affected roads has changed from the original consultation.

3.0 Consultation

- 3.1 Legal notices advertising the proposed speed limits were placed in the local newspaper on the 19 October 2017. Notices were also placed on street, and on the Warwickshire Web Pages advertising the Order and at the Main Reception Shire Hall, Market Place, Warwick; at Warwick District Council, Riverside House, Milverton Hall, Leamington Spa; and at Kenilworth Library, Smalley Place, Kenilworth during usual opening hours.

4.0 Objections

- 4.1 The following is a condensed version of the objections. For full versions refer to **Background paper 1 and 2**. The Bold headings have been taken as a main summary of the objections with a response to them included underneath.

Objection 1

Traffic flow will encourage more cars to drive by the school entrance.

Designers Response:

Given the presence of the one way system and limited parking spaces available on Kipling Avenue drivers may have to loop back around again if they don't find a space, which may encourage them to park further away from the school to avoid this situation. It is WCC's view that there will be less vehicle activity at the school entrance as a result.

The number of cars on Kipling Avenue and Masefield Avenue will increase.

Designers Response:

It is unlikely to encourage more persons to drive to the school and with additional pedestrian facilities may encourage drivers to park further away and walk the final part of the route into school.

The junction of Masefield/Kipling Avenue will become more dangerous due to an increase in the number of cars using it.

Designers Response:

As vehicles will only be able to enter from this junction, vehicles will no longer be exiting out into the Masefield Avenue junction; reducing congestion and avoiding the existing 'grid locked' situations which occur on a regular basis. There will no longer be the visibility issues for persons turning out of Kipling Avenue where currently their view is obscured by parked vehicles around the junction, therefore this will improve safety.

Cars will travel faster along Kipling Avenue.

Designers Response:

Kipling Avenue and Tennyson Avenue are both part of a 20mph speed limit with existing vertical traffic calming features. With the addition of the proposed chicane at the Tennyson Avenue/Kipling Avenue junction, vehicle speeds will likely remain as present.

Large Vehicles will struggle to turn into the school entrance.

Designers Response:

A swept path analysis (a computer generated vehicle outline that is used to show whether there is sufficient space for a vehicle to move in a set space / turn without over-running the kerb) has shown that a waste collection vehicle can negotiate the junction of Kipling Avenue and Tennyson Avenue with the installation of build-outs. Coaches for the School do not use this entrance as a means of access.

Objection 2

The proposed direction of the one way system pushes traffic towards the school entrance rather than away from it.

Designers Response:

It would not be possible to ban all traffic from the access to the school, and after consideration the proposal is the most preferable route through Tennyson Avenue and Kipling Avenue. Parents who wish to use the roads near to school should have a safer passage through the school entrance. The existing situation is such that there are multiple routes to the junction of Tennyson Avenue and Kipling Avenue and at peak times. This means that there is inadequate carriageway space to allow traffic from three directions to flow. The result of this is that vehicles park at inappropriate places, meaning that both vehicles and pedestrians are more vulnerable to collision.

Sending traffic in the proposed direction will also mean that drivers are exiting Tennyson Avenue at what is effectively a blind junction due to school run parking on Shakespeare Avenue.

Designers Response:

The Tennyson Avenue / Shakespeare Avenue junction has adequate visibility and has been checked against the appropriate design standards use for junction visibility tests.

This will also prevent the situation of persons turning into Tennyson Avenue being confronted by oncoming traffic wanting to exit on to Shakespeare Avenue and having to reverse back out or drive over the verge area as it will now be no entry.

The proposal includes a built out area with safe pedestrian crossing outside the main school entrance, but does not provide anything like this further up Kipling Avenue.

Designers Response:

It is preferable to direct pedestrians to safe crossing points such as the proposed crossing at the junction of Kipling Avenue/Tennyson Avenue. A tactile paved crossing point is existing at the Masefield Avenue / Kipling Avenue junction if pedestrians wish to cross at this point. There is no other frontage on the southern side of Kipling Avenue that would prompt a pedestrian to potentially want to cross between this crossing and the proposed crossing further into Kipling Avenue.

With a one-way system in place I am concerned that cars will travel faster still down Kipling Avenue.

Designers Response:

Kipling Avenue and Tennyson Avenue are both part of a 20mph speed limit with existing vertical traffic calming features. With the addition of the proposed chicane at the Tennyson Avenue/Kipling Avenue junction, vehicle speeds will likely remain as existing.

I would also like consideration given to the width of any dropped kerbed crossing points. Even if people do not park across them, it only takes an MPV or 4x4 sized vehicle parked on either side of them to make it impossible for pedestrians to see clearly across.

Designers Response:

The width of the carriageway at the build-outs will be approximately 3.5m. It would not be possible for a vehicle to park and for there to be room for a vehicle to pass; this would be an obstruction enforceable by the Police. White markings will be applied around the build-outs to deter vehicles from doing so. Pedestrian visibility is adequate at the proposed dropped crossing points, however the build-outs will be extended as per the revised proposals in **Background paper 2**.

The proposal does not make any allowance for improving traffic flow and the safety of pedestrians in Masefield Avenue.

Designers Response:

This scheme was proposed to deal with the issues on Kipling Avenue and Tennyson Avenue outside the school. There is insufficient budget to be able to carry out other traffic safety improvements in the vicinity of the roads mentioned above.

Consideration needs to be given to parking arrangements on Shakespeare Avenue...this road cannot support two-way traffic if cars are parked on both sides.

The Parking Management Team at Warwickshire county Council have been consulted on the statement contained within the objection and they have confirmed that the introduction of formal parking arrangements on Shakespeare Road would not conform to WCC Parking Policy. It is not considered appropriate to install informal parking bays on this road, and there is limited scope to prevent vehicles from occupying both sides of the carriageway. At present there is still enough room for the passage of vehicle's and with persons no longer being able to turn into Tennyson Avenue should help improve the flow of traffic along Shakespeare Avenue.

5.0 Comments

- 5.1 The following is a condensed version of the comments. For full versions refer to **Background paper 3**. The Bold headings have been taken as a main summary of the comment with a response to them included underneath

...you need to consider installing a pedestrian crossing point on Masefield Avenue...the constant flow of traffic will make it harder to cross than it currently stands.

Designers Response:

This scheme was proposed to deal with the issues on Kipling Avenue and Tennyson Avenue outside the school. There is insufficient budget to be able to carry out other traffic safety improvements in the vicinity of the roads mentioned above. There is an existing informal pedestrian crossing point on Masefield Avenue at the junction of Shakespeare Avenue, therefore further crossing points are not considered necessary even with a potential increase in traffic volume.

6.0 Summary

Two objections and one comment were received during the consultation that took place between 19 October 2017 and 17 November 2017. Revisions have been made to the proposal to alleviate some concerns raised in the objections (**Appendix 2**).

It is recommended to approve the proposed One Way Traffic Order and Traffic Calming Features.

7.0 Background Papers

1. Objection 1
2. Objection 2
3. Comment 1

7.0 Appendices

1. Proposed One Way TRO
2. Proposed Amended Traffic Calming Scheme
3. Original Proposed Traffic Calming Scheme
4. Summary of Revisions


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

Councillors Holland, Chattaway, Shilton, Clarke, Fradgley and Horner






REV	DATE	BY	CHK	AMENDMENT	REV	DATE	BY	CHK	AMENDMENT	REV	DATE	BY	CHK	AMENDMENT
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Key

-  One Way Direction
-  Extents of Proposed One Way on Kipling Road
-  Extents of Proposed One Way on Tennyson Avenue

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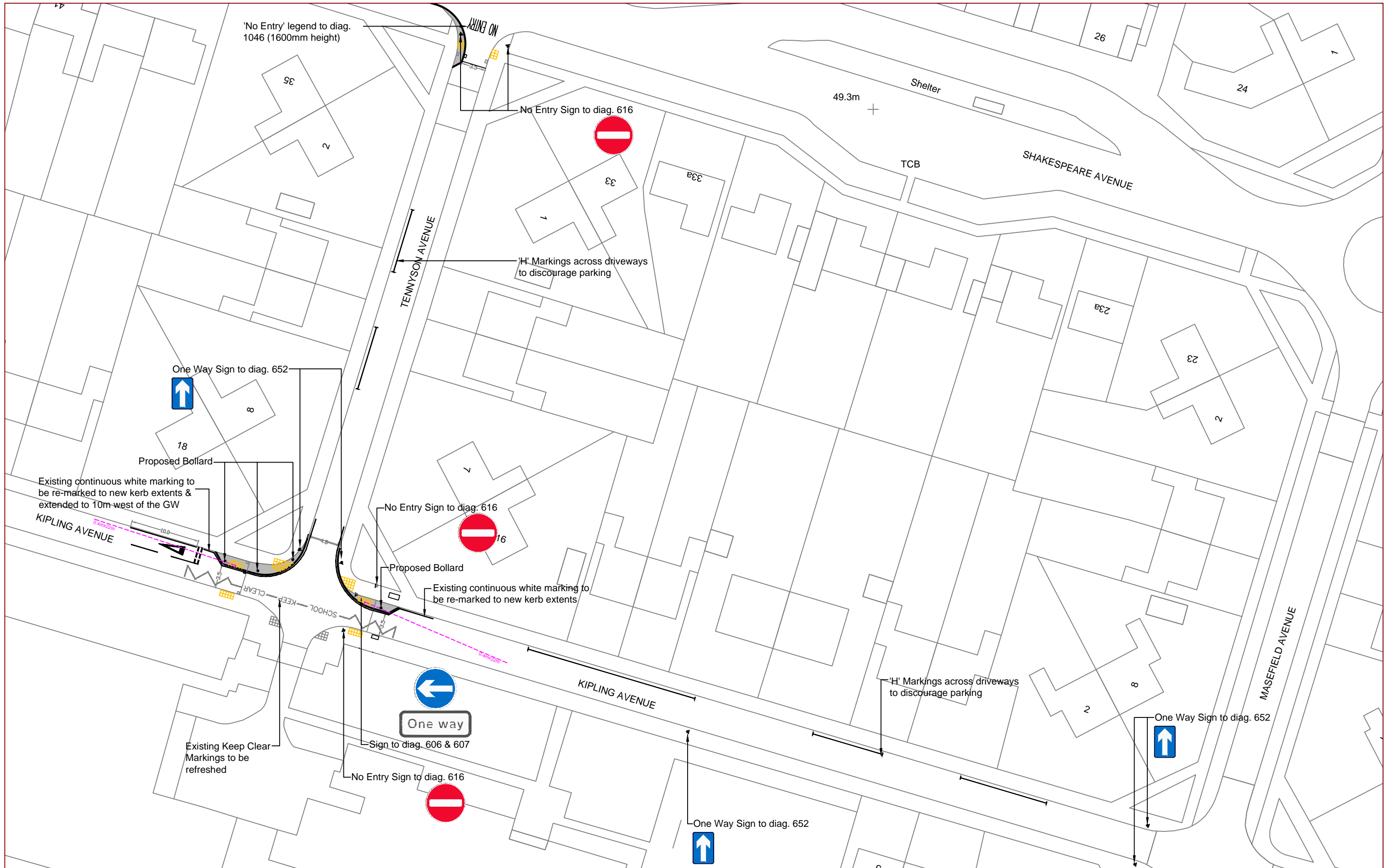
Drawing title

**Proposed One Way
 Kipling Avenue / Tennyson Avenue
 Warwick**

Project title

Area Committee funded scheme

Drawn by PAS	Checked by JE
Date 14/09/2017	
Scale NTS @ A3_P	
Drawing number TR10336	



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NOTES

Proposed Tactile Paving

Proposed Buikd-out

Pedestrian Visibility 0.4m x 22m

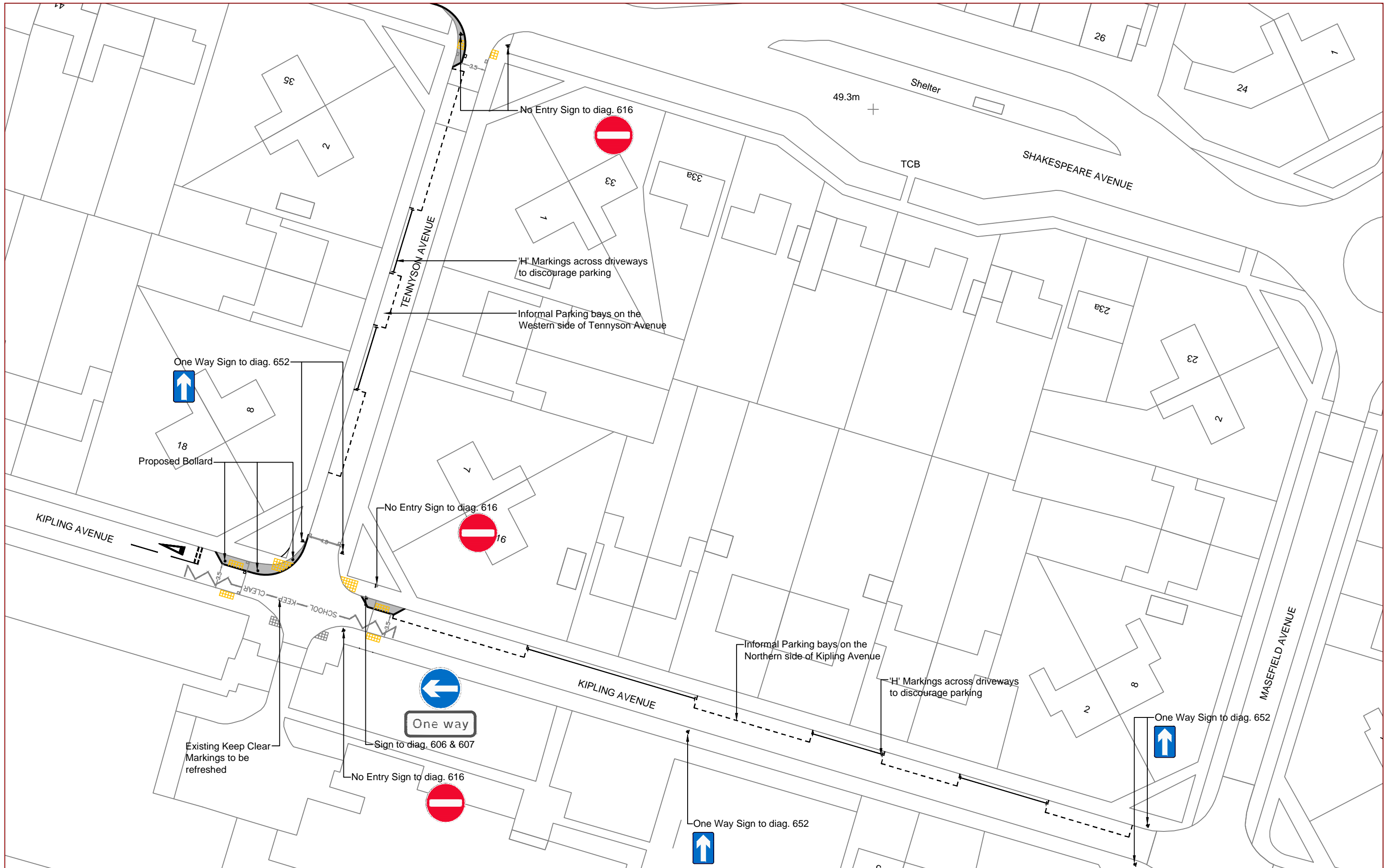
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REV	DATE	BY	CHK	AMENDMENT
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B	21/12/17	PAS	JE	Post consul. ammendments
A	21/09/17	PAS	JE	Amm. as per Stage 1/2 RSA



Drawing title
**Kipling Avenue/
 Tennyson Avenue
 Proposed One-Way
 General Arrangement**

Project title
DELEGATED BUDGET

Drawn by PAS	Checked by JE
Date 19/09/2017	
Scale 1/500 @ A3_L	
Drawing number TR10337	




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NOTES
 Proposed Tactile Paving
 Proposed Buikld-out
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REV	DATE	BY	CHK	AMENDMENT
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A	21/09/17	PAS	JE	Amm. as per Stage 1/2 RSA

Drawing title
**Kipling Avenue/
 Tennyson Avenue
 Proposed One-Way
 General Arrangement**
 Project title
DELEGATED BUDGET

Drawn by
PAS
 Checked by
JE
 Date
19/09/2017
 Scale
1/500 @ A3_L
 Drawing number
TR10337

Background Paper 4 – Summary of revisions

1. The Eastern Build-out on Kipling Avenue has been moved and the kerb line altered into a radius from Kipling Avenue into Tennyson Avenue.

Note:- This was a result of comments contained within an objection in relation to pedestrian visibility at the proposed crossing point. A visibility of 22m from a point 0.4m back from the inner edge of the kerb has been achieved that conforms to the visibility criteria set out in MfS.

2. White continuous markings around the build-outs have been shown on the drawing and extended slightly at the proposed give-way markings on Kipling Avenue, to dissuade vehicles being parked at this location.
3. An additional bollard has been installed on the amended build-out to avoid the potential for vehicles to be parked.
4. One-way signs on Tennyson Avenue have been moved closer to Kipling Avenue.
5. Informal parking bays have been removed after internal discussions with the Parking Management Team.
6. Keep Clear Marking added at the Tennyson Avenue /Shakespeare Avenue junction.