

Proposed decision to be made by the Portfolio Holder for Transport and Planning on or after 15 March 2019

Objection to Proposed Traffic Signals with Pedestrian Crossing Facilities at (1) A428 Crick Road / Development Access, and (2) A428 Hillmorton Road / B4429 Ashlawn Road, Rugby

Recommendation

That the Portfolio Holder for Transport and Planning approves the installation of pedestrian crossings as part of traffic signal controlled junctions at (1) A428 Crick Road / Development Access, and (2) Hillmorton Road / Ashlawn Road, Rugby, as advertised pursuant to Section 23 of the Road Traffic Regulation Act 1984, conditional upon the necessary Highways Act 1980, Section 278 agreement being in place.

1.0 Key Issues

- 1.1 A planning application (R15/1702) was submitted to Rugby Borough Council for the development of a site off A428 Crick Road at the Wharf Farm site. Planning permission was granted on 11 July 2017. The permitted scheme requires the Developer to install a traffic signal junction at the site access on Crick Road and also to install a junction improvement at the Hillmorton Road / Ashlawn Road. The agreed form of junction improvement at this second location is a traffic signal controlled junction.
- 1.2 Public notice was given of the intention to install traffic signal controlled junctions at the two locations and objections have been received to the proposals for both.
- 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. There is a procedure for seeking to vary a planning permission so as to remove requirements imposed by conditions, and it is possible to seek a new planning permission entirely, but this would require a further planning application by the developer and approval from 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 two traffic signal controlled junctions and associated works will be fully funded by the Developer.

- 1.5 Traffic signal controlled junctions with pedestrian facilities contribute to an integrated pedestrian network and help to reduce conflict between traffic and pedestrians, encouraging feelings of safety. These factors are important in encouraging walking 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 Proposed Schemes

- 2.1 The site of the proposed traffic signal controlled junction at Crick Road / Development Access is indicated on the plan in **Appendix A** and the junction at Hillmorton Road / Ashlawn Road is indicated on the plan in **Appendix B**. Crick Road, Hillmorton Road and Ashlawn Road are busy routes into Rugby town centre and there is a large secondary school adjacent to the western arm of Ashlawn Road.
- 2.2 The designs have been subjected to a Stage 2 Road Safety Audit. No departures from standard have been identified for the Development Access traffic signal controlled junction, but there are two departures for the junction intervisibility at the Hillmorton Road / Ashlawn Road junction. The first is in respect of the visibility splay from Ashlawn Road west onto the main A428 Hillmorton Road / Ashlawn Road. This splay falls outside of the highway as it is across the public house's car park (as is the existing case) and therefore outside of the control of the Developer. The second is in respect of the driveways of 35 and 37 Ashlawn Road where the residents will be entering and leaving their driveways into the controlled part of the junction. The residents will have clear visibility of traffic and pedestrians using the junction and will need to exercise the same degree of caution that would be expected of any user of a junction.

3.0 Consultation on the Proposal

- 3.1 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 erected on site in the vicinity of the proposed crossing, information was also published on Warwickshire County Council's website. Details were also sent to statutory consultees (including the Chief Officer of Police) and to the residents in the immediate vicinity of the site and who are directly affected. Although Section 23 specifically relates to the installation of pedestrian crossings, it is acknowledged that representations received from consultees often relate to the installation of traffic signals of which the crossings are an integral part and thus these are reported here.

During the consultation period between 09 January and 08 February 2019 objections were received from eleven members of the public. Objections were also received from Hillmorton Division County Councillor Dahmash and Rugby Borough Paddox Ward Councillor Roodhouse. Further written comments were received via Cllr Roodhouse after the deadline date and have been appended to this report for completeness. The following paragraphs summarise the

points made in respect of the traffic signals and gives responses. Some points were made by more than one objector.

3.2 **A428 Crick Road / Development Access – Objection**

One objection was received from a resident regarding the noise and disturbance from traffic queuing at the traffic signals, particularly at night. They are also concerned about being overlooked by drivers and passengers of larger vehicles.

Response:

Residents of Crick Road were directly affected by the use of temporary signals outside their properties when works were carried out previously. It is the case that permanent traffic signals will be more responsive to traffic flows although at peak times the queues may extend beyond the frontages of the houses. It is not possible to make any changes that would address concerns about overlooking.

3.3 **A428 Hillmorton Road / B4429 Ashlawn Road – Objections**

(1) Elms Drive – potential for rat-running

Elms Drive joins Hillmorton Road via Walford Place and joins Ashlawn Road to the east of the proposed traffic signal junction. It is a two-way road which services a number of properties. Five members of the public, County Councillor Dahmash and Borough Councillor Roodhouse have objected to the proposal on the grounds of concerns about the potential for rat-running along Elms Drive to bypass the traffic signal controlled junction.

Response:

The operation of the traffic signals is controlled by an intelligent system which detects the volume of traffic on each approach and apportions the amount of time each approach receives a green signal accordingly to minimise delays overall. If the traffic queue on Hillmorton Road extends beyond Walford Place it is possible that the driver queueing on Hillmorton Road immediately adjacent to Walford Place junction may choose to use Elms Drive if they perceive this to be quicker than waiting for a green traffic signal on the main road.

If the recommendation to proceed is approved and if, subsequent to the installation of the traffic signals, rat-running does become an issue, then funding can be sought by the County Council to investigate measures to deter this from happening. It should be noted that there is no requirement for the Developer to make any substantial changes to Elms Drive as part of their planning consent.

(2) Walford Place – difficulty for vehicles to exit

One objector expressed concerns about the difficulty that residents of Walford Place and Elms Drive will experience in turning in or out of Walford Place when the queue at the traffic signals extends beyond this junction.

Response:

The Developer's designer will be asked to include a yellow box marking at the junction of Walford Place and Hillmorton Road as Walford Place is less than 55m from the proposed stopline.

(3) Ashlawn Road (west) – request for widening

Three objectors commented that Ashlawn Road (west) should be widened in the vicinity of The Paddox Public House to assist vehicles turning out rather than installing traffic signals.

Response:

To widen the road here would require the purchase of land from the Public House. The Developer is not required to obtain that land in order to deliver the traffic signal controlled junction. Furthermore, the installation of traffic signals here should make it easier for vehicles to turn out of Ashlawn Road in comparison with the existing situation whereby they need to wait for gaps in the main road traffic.

(4) Congestion at the junction

Three objectors commented that the installation of the traffic signals will cause significant congestion and that a mini-roundabout would be a better solution.

Response:

The form of junction improvement proposed by the Developer is a traffic signal controlled junction. This includes vehicle detectors to monitor the traffic flows on each approach and apportions the green signal time to minimise delays at the junction. It also allows the inclusion of controlled crossing facilities which school children and other pedestrians will be able to use, this would not be the case with a mini-roundabout.

(5) Difficulty for residents of 31 – 39 Ashlawn Road to access driveways

One objection was received outlining the collective concerns of five householders whose driveways are within the junction area. Currently they are able to use the hatched area to wait to turn into or out of their driveways whilst waiting for a gap in the traffic. Concerns have also been expressed about the removal of the bollards which deter vehicles from parking on the built-out area.

Response:

The residents are currently using the hatched area which denotes carriageway which is not meant to be trafficked. In order to provide two traffic lanes on the westbound approach to the traffic signals it is necessary to remove this hatched area. As a consequence the residents may have to hold up traffic whilst waiting for a gap in order to turn into their driveways. This is a situation which is experienced at other traffic signal controlled junctions in urban areas where there are driveways within the junction area.

The Developer's designer has been asked to include the retention of the bollards in the design. It is also proposed that a no waiting at any time restriction will be advertised in due course to stop drivers from parking around

the junction. This will be subject to a separate public advertisement and consultation process.

(5) Congestion at Barby Lane

Two objectors commented that the installation of traffic signals and the relocation of the bus stop will cause congestion and will make it difficult to turn into or out of Barby Lane (to the east of the Ashlawn Road junction). A “yellow box” marking is requested.

Response:

The operation of the traffic signals will be configured to minimise delays to traffic. A “yellow box” is only effective if vehicles are queued beyond the side road junction and is usually only used where this is a problem consistently throughout the day or where there is a safety concern. If, subsequent to the installation of the traffic signals, there is a significant issue of vehicles consistently blocking the Barby Lane exit (which is approximately 175m east of the junction) then a request for a marking can be made.

As there will be a traffic lane adjacent to the proposed location of the bus stop, it should be possible for drivers to go around the bus to access both the ahead and left turn lanes. This is in contrast to the current situation where drivers must wait behind a bus stopped outside The Paddox because there is traffic flowing in the opposite direction.

4.0 Financial Implications

- 4.1 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 Deputy Leader (Finance and Property) at his decision making meeting on 14 December 2018. However, this was a decision concerning financial and operational management and does not affect the responsibility of the Portfolio Holder for Transport and Planning to consider the merits of the proposed scheme.

5.0 Conclusion

- 5.1 The requirement for the installation of traffic signal controlled junctions at these two locations was identified during the planning process. The costs associated with the introduction of the junction improvements and all related features will be funded by the Developer.
- 5.2 The Developer’s designer will be asked to incorporate a yellow box marking at the junction of Walford Place / Hillmorton Lane.
- 5.3 The operation of the junction will be monitored and if it becomes clear that rat-running on Elms Drive is a significant issue, funding can be sought by the County Council to investigate measures to deter this from happening.

- 5.4 It is recommended that the Portfolio Holder for Transport and Planning approves the installation of the traffic signal controlled junctions at (1) A428 Crick Road / Development Access, and (2) Hillmorton Road / Ashlawn Road, Rugby.

Background papers

Letters of objections to the proposals and responses where appropriate

Appendix A – A428 Crick Road / Development Access scheme plan

Appendix B – A428 Hillmorton Road / B4429 Ashlawn Road scheme plan

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

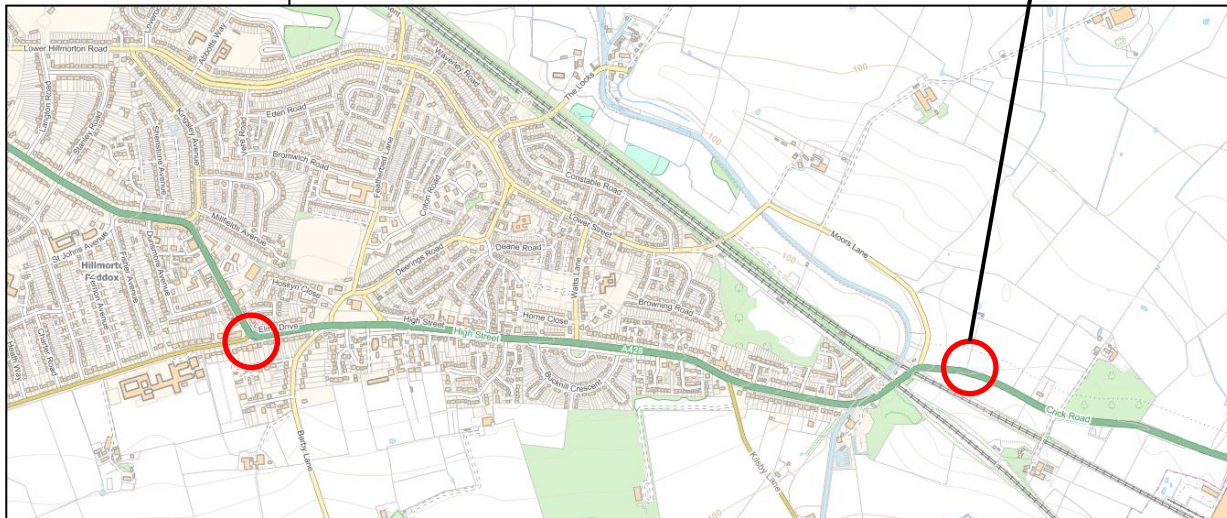
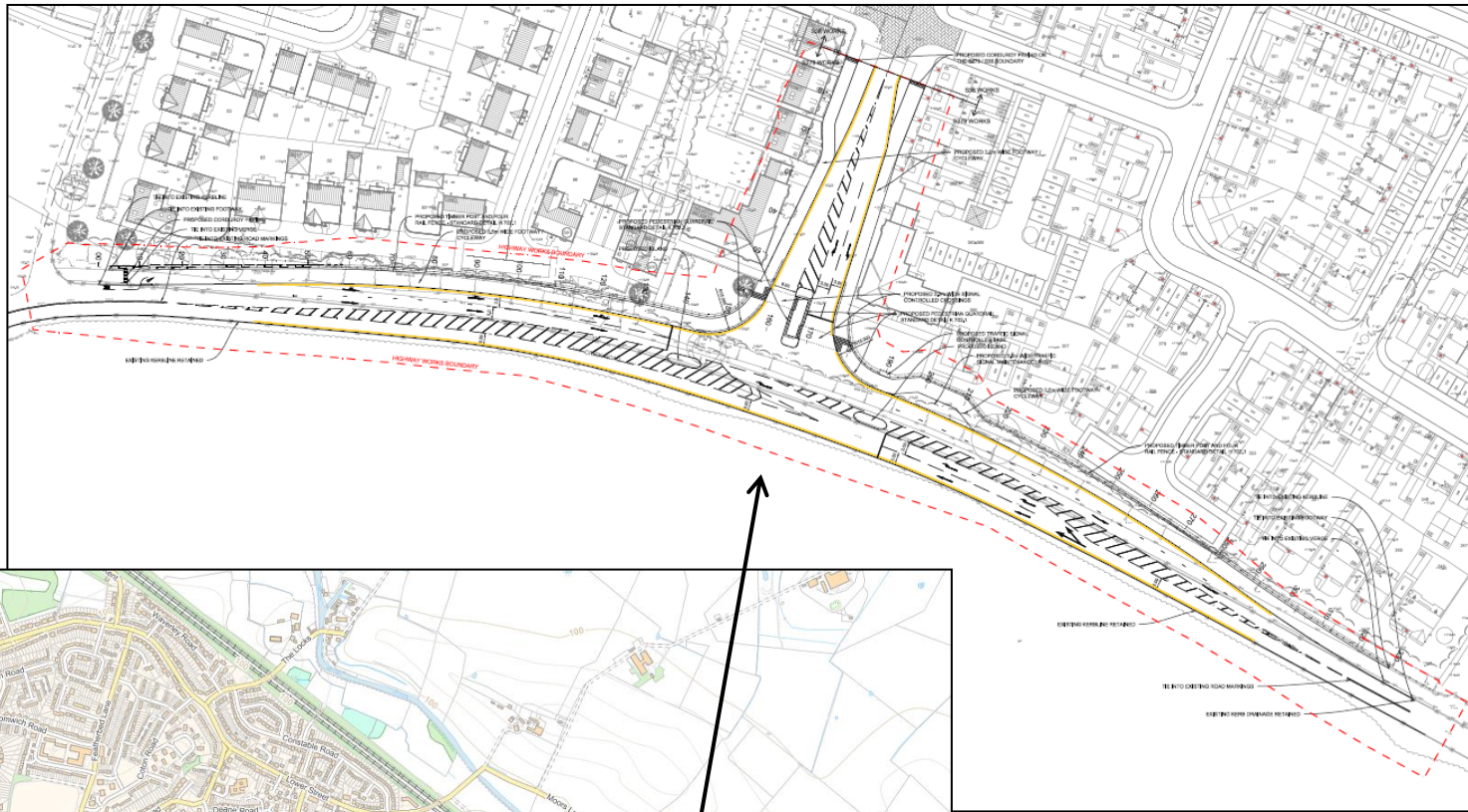
Local Members:

Cllr Dahmash – Hillmorton
Cllr Roodhouse – Eastlands

Other Members:

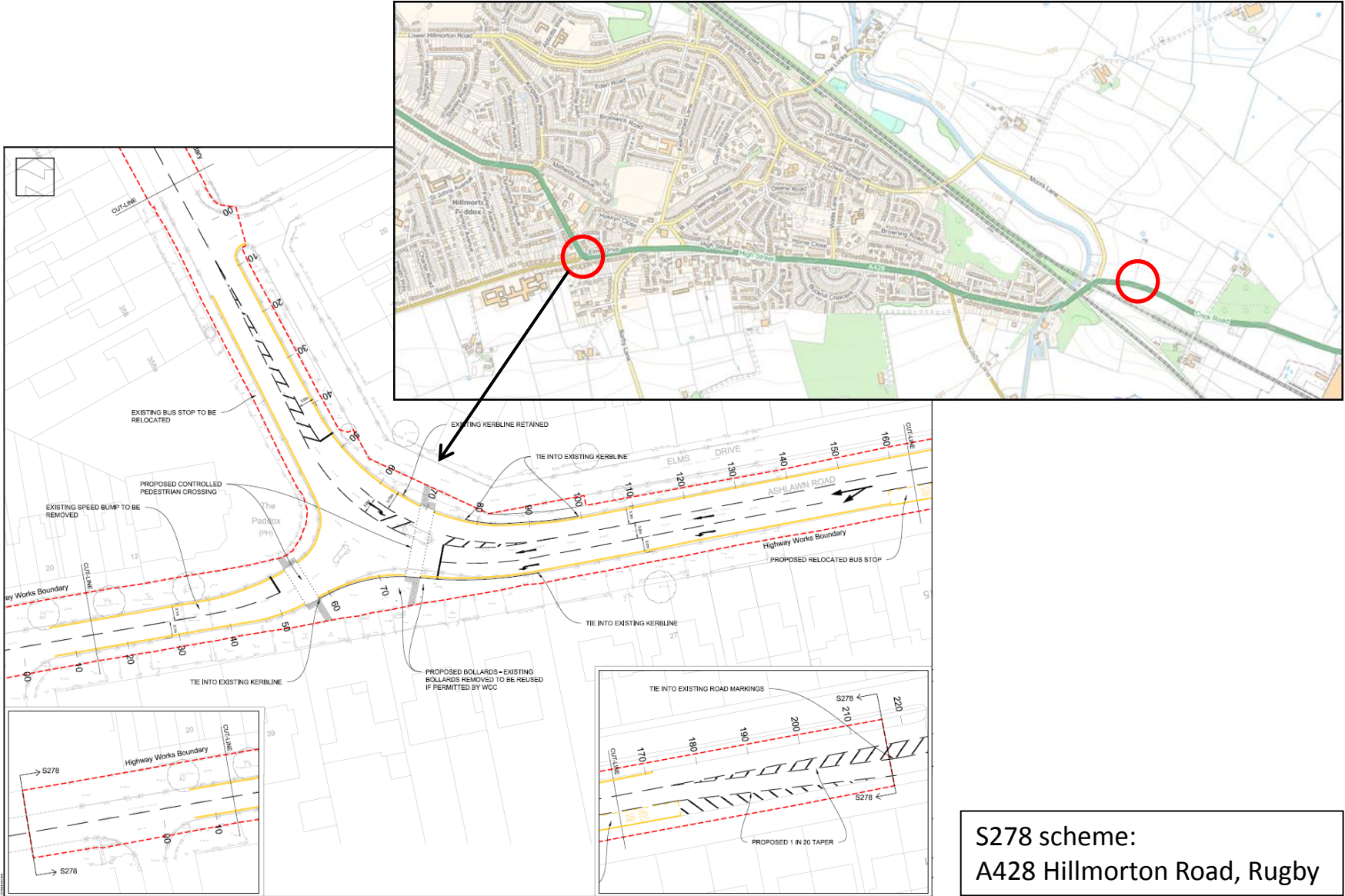
Cllr Chattaway; Cllr Chilvers; Cllr Cockburn; Cllr Fradgley; Cllr Phillips; Cllr Shilton

Appendix A



S278 scheme:
A428 Crick Road, Rugby

Appendix B



S278 scheme:
A428 Hillmorton Road, Rugby