

# Proposed Decision to be made by the Portfolio Holder for Transport and Planning on or after 12 July 2019

## Proposed No Right Turn Order and associated Works Brownsover Lane, Rugby

### Recommendation

That the Portfolio Holder for Transport and Planning approves that the proposed “The Warwickshire County Council (Brownsover Lane, Rugby) (Prohibition of Right Turns) Order 2019” No Right Turn restriction and associated works are implemented as advertised.

### 1.0 Introduction

- 1.1 Proposals for a No-Right-Turn with associated works have been consulted upon between 25<sup>th</sup> April 2019 to 17<sup>th</sup> May which included the local newspaper and residents within the affected area, who received a letter. Two objections and four comments have been received. These are appended to this report in **Appendix A**.
- 1.2 A statement of reasons for proposing the No-Right Turn ban and associated works is appended to this report in **Appendix B**.
- 1.3 The comments, suggestions and objections that have been received are discussed below together with the reasons for the proposals with an Officer’s response to each of the Objector’s main points.
- 1.4 The statutory criteria for making a TRO is shown in **Appendix C**.

### 2.0 Proposal

- 2.1 Drawings showing the published proposals which have attracted objections and comments are found in **Appendix D**.

### 3.0 Objections

<b><u>Representations</u></b> – 2 objections <b>(Objection 1)</b>	<b><u>Officer response</u></b>
The No-Right-Turn ban will stop residents from avoiding the traffic queues along Brownsover Road.	There is an alternative route north along Brownsover Lane onto the A426 that will allow residents to travel towards Newbold-on-Avon via A426 onto Brownsover Road. Residents will also still be able to exit Brownsover Lane onto Brownsover Road and use the A426/Brownsover Road roundabout to enter back onto Brownsover Lane towards Newbold-on-Avon.
The build-out will make visibility less making it less safe.	Visibility would be reduced marginally due to vehicles having to enter the junction on the nearside kerb, which would reduce forward visibility, however the build-out will act as a further means to persuade drivers not to turn into Brownsover Lane.
I have never seen any incidents at this junction, visibility is good in both directions and traffic is restricted to 40mph.	The County Councillor for the area and the Police have made WCC aware of the problems with drivers turning into Brownsover Lane. There have been 3 collisions involving injury at the junction within the last 5 years, one of which was directly associated with vehicles exiting Brownsover Lane in a north-westerly direction.
The only way to stop rat running is to close the lane half-way up.	Closing the lane is an alternative option, however it was decided that in the first instance a turning ban with associated works would be a more practicable option. There are also currently proposed plans to install chicanes along Brownsover Lane that will go some way to reducing the potential for rat running if taken forward. These are due to be formally consulted on this financial year.
<b><u>Representations</u></b> <b>(Objection 2)</b>	<b><u>Officer response</u></b>
I frequently use this junction to avoid the build-up of traffic on the Leicester Road, also the congestion on the roundabout where it is often extremely difficult to even get out on to the Leicester Road to start my journey.	There will be two routes towards the A426 roundabout to allow travel towards Newbold-on-Avon however it is accepted that there will be a small increase in journey time for some residents as a result.

<p>There must be some other solution to the problem of drivers turning left into Brownsover Lane, why not erect a speed camera and fine them or something actually in the road which can be driver over one-way but not the other.</p>	<p>Cameras or 'Alligator Teeth' which prevents traffic flow in one direction would not be an appropriate solution for a junction of this type in this location. These types of features are only appropriate at accesses to private land such as car parks where traffic flows are generally low. A No Right turn is the most practicable solution to the safety concerns raised by the Police and the County Councillor.</p>
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## 4.0 Comments

Officer responses have been provided for direct questions only from received comments during consultation.

<b><u>Comment 1</u></b>	<b><u>Officer response</u></b>
<p>I agree with the plans and agree that traffic is turning against the clearly marked no-entry signs. Whilst the re-design of the road may discourage some drivers, this will not stop the issue.</p> <p>To ensure adherence to these traffic signs, can you not install a traffic camera? Why are there not signs on this road for 30mph?</p>	<p>Cameras would not be a practicable solution as the costs for the installation and management of the camera would far exceed the costs for the proposed right turn ban that should have the same effect. The proposed scheme will be designed to prevent illegal manoeuvres.</p> <p>The road is subject to a speed limit of 30mph by virtue of street lighting, therefore the installation of speed limit signs would not be permitted.</p>
<b><u>Comment 2</u></b>	<b><u>Officer response</u></b>
<p>The proposed changes will make a significant contribution to improved highway safety.</p> <p>Vehicles also route over the grass verges to get around cars in the junction.</p>	<p>Bollards will be installed as part of the scheme to stop vehicles driving across the footway onto Brownsover Lane.</p>
<b><u>Comment 3</u></b>	<b><u>Officer response</u></b>
<p>Warwickshire Police support the works and orders as proposed in the statement of reasons.</p>	

Comment 4	Officer response
Stagecoach advise that they are supportive of the proposal.	

## 4.0 Local Member Views

4.1 Comments from the local member Councillor Jill Simpson-Vince are as follows:

“This junction and the number of drivers ignoring the No Entry signs was raised to myself by local residents. The Warwickshire Police SNT team set it as a priority area for a three-month period and did catch offenders. A residents’ survey of Brownsover Lane and Eden Park residents found that over 70% of respondents were in favour of the changes. Whilst it will create additional driving time for a few drivers but instigating the No Right Turn, this is outweighed by the safety of all concerned when drivers are prepared to ignore No Entry signs. Changing this junction will stop that happening and therefore has my approval.”

## 5.0 Financial Implications

5.1 The scheme will be fully funded from the Local Member’s delegated budget. Any further works required post Road Safety Audit Stage 3 or raised post construction by Residents will be funded through the Delegated budget. The current budget to deliver the scheme is £20,000.

## 6.0 Background Papers

6.1 None

	Name	Contact Information
Report Author	Philip Salter	<a href="mailto:philipsalter@warwickshire.gov.uk">philipsalter@warwickshire.gov.uk</a> Tel: 01926 412536
Assistant Director	Stuart Jackson	<a href="mailto:stuartjackson@warwickshire.gov.uk">stuartjackson@warwickshire.gov.uk</a>
Strategic Director	Mark Ryder	<a href="mailto:markryder@warwickshire.gov.uk">markryder@warwickshire.gov.uk</a>
Portfolio Holder	Jeff Clarke	<a href="mailto:cllrclarke@warwickshire.gov.uk">cllrclarke@warwickshire.gov.uk</a>

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

Local Member(s): Jill Simpson-Vince

Other members: Councillors Cockburn, Phillips, Shilton, Chattaway, Clarke, Fradgley, Roodhouse, Chilvers

objection 1



Philip Salter <philipsal...>

Brownsover Lane.

7 May 2019 at 11:03

Sent from my iPad.

Ref: BrownsoverLn/NRT

Dear Mr. Salter

I am writing to object to this proposal because as residents of Monarch Close who need access right handed onto Newbold Rd. I have lived and worked in Cosford and Newbold for over 50 years, I have seen Swift Valley Industrial Estate emerge from green fields to what it is today, with it all the extra traffic. Perhaps the houses and the industrial estate on the Leicester Rd. should swop places but that's another story. So every night after work these people going home towards Leicester Rd become gridlocked for 2 hours, 4 -6 pm, and this proposal puts the residents into this traffic jam when the road towards Newbold is relatively clear. In some ways you cannot blame drivers trying to cut through Brownsover Lane when this is a daily occurrence, I must admit it is tempting for me to turn in when so close to home and not get clogged up with the Leicester Rd. debacle. I also frequently have to stop because of vehicles turning into Brownsover Lane from the Leicester Rd. end , so left hand exit only will not stop vehicles turning right into Brownsover Lane only makes it more dangerous because the visibility is less. Incidentally the vehicles I encounter here are all then turning left into the district park and not continuing up the Lane.

In all the entrance and exits at this junction I have never seen any incidents, the visibility in both directions is good, and traffic is restricted 40 mph. Also drivers respect the yellow keep clear crosses on the junction so there is no real difficulty in exiting the Lane.

So now the crux of the problem is these rat runners trying to get home earlier or people trying to get to the park, there are also rat runners coming down from Wilfred Brown Close and Eden Park to avoid Leicester Rd if going to Newbold or even into Rugby via Lawford Rd because it's quicker.

As I see it the only way to be 100 per cent certain of stopping these rat runs is to close the Lane half way up, so we at Monarch Close end have exit and entry onto Newbold Rd. and Wilf Brown Close end have access virtually onto the Leicester Rd. It would reduce the traffic on the lane at a stroke and should there be any incidents then for safety reasons the bollards or barrier could be removed. Signs at both ends of the Lane would say No through Road, Access Only you could even name the residents !!!!

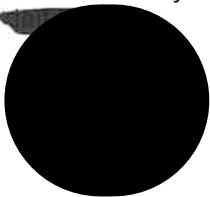
The golden opportunity to do or try this would be when the new development begins below WB Close. The contractors will be making their access onto the site and could widen the road at the barrier to allow vehicles that have accessed the lane incorrectly to turn round. They will only do it once.

I say the golden opportunity because during construction of WBClose they did exactly this, opened our end of the Lane to entry and exit as construction vehicles were blocking the road and we legally couldn't get to our homes. I would expect the same to happen with the new development, hence the opportunity to try this scheme.

I am sorry to make this objection so long but it is very important to get it right so we as residents are not overlooked, it is so easy for people to make the wrong decision if they are not living here. I do feel that we are being victimised for something not of our doing. As it is so involved, I would gladly meet to discuss further or even on site.

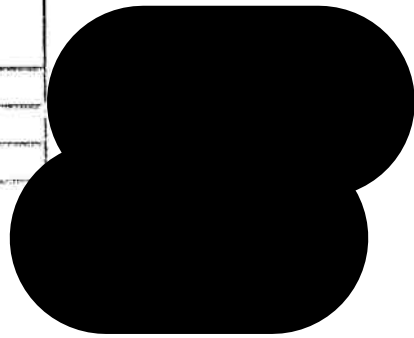
I hope to hear from you in due course.

Yours sincerely



objection 2

RECEIVED 13 MAY 2019
COMMUNITIES GROUP
LEADERSHIP TEAM
PREMISE



Dear Mr Salter,

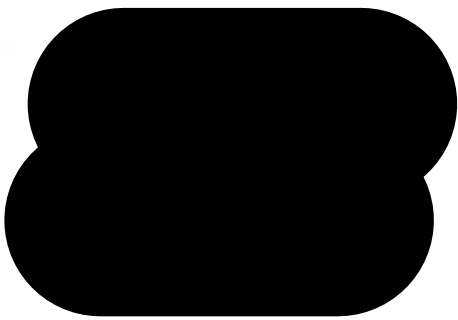
Re: Proposed No right turn-Brownsover Lane, Rugby

I am writing to you to make it known I that strongly object to the above proposal. I have to travel to Stratford-Upon-Avon for work every day and frequently use this junction to avoid the build-up of traffic on the Leicester Road, also the congestion on the roundabouts where it is often extremely difficult to even get out on to the Leicester Road to start my journey.

Making the junction a no right turn will penalise all residents that live in my area, I feel this is unfair and could potentially add an extra 10 minutes or so onto my commute, which is already lengthy enough. There must be some other solution to the problem of drivers turning left into Brownsover Lane, why not erect a camera and fine them every time or put something actually in the road which can be driven over one way but not the other?

I hope you reconsider this proposal as I'm sure I cannot be the only resident who will be extremely inconvenienced by it. Perhaps you should go to the area at rush hour to see for yourself how much traffic there is on the roads at that time.

Yours sincerely,



Comment 1.



Philip Salter <philipsalter@warwickshire.gov.uk>



**Ban - Brownsover Lane**

29 April 2019 at 10:57

" <philipsalter@warwickshire.gov.uk>

Sirs, I agree with the plans and agree that traffic is turning against the clearly marked No - entry signs at the bottom of this road into Brownsover Lane. Whilst this redesign of the road may discourage some drivers, this will not stop the issue. At the peak rush hour when the industrial estate empties (about 5pm to 5.30pm weekdays and slightly earlier on Fridays) cars will queue along Brownsover Road and whilst the traffic is stopped will simply double back on themselves into Brownsover Lane. To ensure adherence to these traffic signs, can you not install a traffic camera on this junction to ensure compliance? These No - entry signs at the bottom of Brownsover Lane (and they are clearly marked) are ignored every single day.

Incidentally this road (Brownsover Lane) is dangerous as there is no pavement for pedestrians. There is currently no speed limit . Why are signs not on this road for 30 mph?

Yours Faithfully 

**Philip Salter**  
Communities Group  
PO Box 43  
Shire Hall  
Warwick  
CV34 4SX

RECEIVED 02 MAY 2019

COMMUNITIES GROUP

LEADERSHIP TEAM

GROUP

Reference:

**Proposed No Right Turn Ban – Brownsover Lane, Rugby**

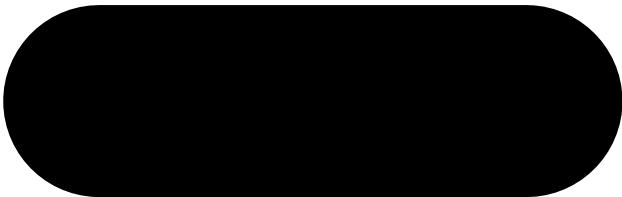
- Representation – Full Support of this necessary change.

Dear Sir, could I firstly thank you for your correspondence and for taking the time to review the issues experienced by the local community in relation to the above topic, the proposed changes will make a significant contribution to improved highway safety.

As a resident I can assure these items are a matter of urgency, as I have personal experience of both near misses and threatening behaviour from drivers using the lane and ignoring the road signs in multiple directions.

1. Vehicles also route over the grass verges to get around cars in the junction. This needs attention when the build-up is formed and suitable "Hight" needed to stop cars using the grass verge as they do now. (Where the new sign has been erected transiting from Brownsover Road to the Lane over the grass).

The dangers associated with his junction should be reduced by these changes, which I hope are completed quickly.







Philip Salter <philipsalter@warwickshire.gov.uk>

Rugby

16 May 2019 at 15:25

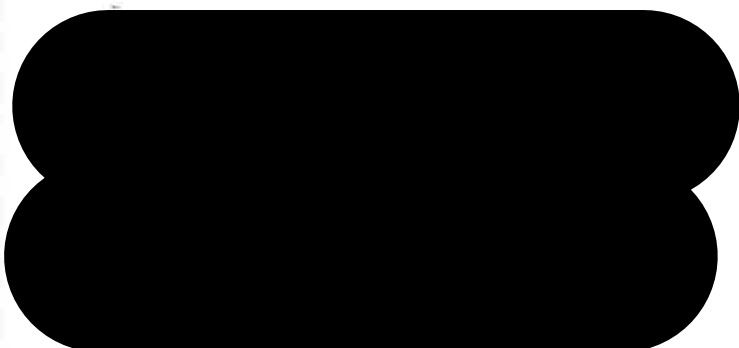


Phil,

Warwickshire Police will support the works and orders as proposed in the statement of reasons. Thank you for the work involved in considering a response for the safety concerns raised.

Please advise me if you require a formal response for your records.

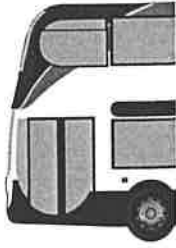
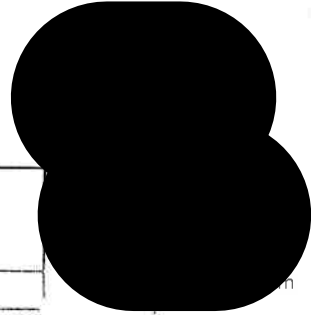
Regards.



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COMMUNITIES GROUP	
LEADERSHIP TEAM 1	
GROUP	

Philip Salter  
Communities  
PO Box 43  
Shire Hall  
Warwick  
CV34 4SX

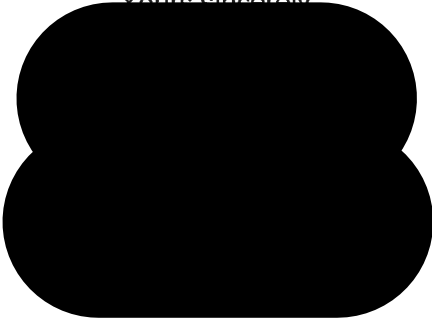
30 April 2019

Dear Mr Salter

**WARWICKSHIRE COUNTY COUNCIL**  
**ROAD TRAFFIC REGULATION ACT 1984**  
**THE WARWICKSHIRE COUNTY COUNCIL (BROWNSOVER LANE, RUGBY)**  
**(PROHIBITION OF RIGHT TURNS) ORDER 2019**

Regarding the consultation in reference to the above, I write to advise that we support this proposal.

Yours sincerely



# **APPENDIX B - BROWNSOVER LANE, RUGBY**

## **Proposed right turn ban**

### **1. STATEMENT OF REASONS**

- 1.1 It is proposed to introduce a right turn ban on all vehicles travelling west on Brownsover Lane wishing to turn right onto Brownsover Road. This will allow for a kerbed build-out to be constructed on the north-west corner of Brownsover Lane to help prevent vehicles traveling south on Brownsover Road to easily make the turn into Brownsover Lane.
- 1.2 The Police and the County Councillor for the area have raised safety concerns regarding motorists making the existing banned turn into Brownsover Lane. This is mainly occurring at peak times when traffic from the junction with A426 is backing up to the Brownsover Lane / Brownsover Road junction along Brownsover Road, with the likelihood that motorists are using the banned turn as a means to access the A426 more quickly. The result of this banned manoeuvre is that vehicles and non-motorised users travelling along Brownsover Lane are encountering vehicles head on which is a safety concern given the existing road geometry, and expectation of users travelling along Brownsover Lane that the section of carriageway directly adjacent to Brownsover Lane is one-way.
- 1.3 The scheme will involve the construction of a kerbed build-out on the north-west corner of Brownsover Lane, bollards, new road markings, improved pedestrian facility and traffic signs for avoiding danger to persons or other traffic using the road to which the order relates.

### **2. SCHEDULE**

#### **SCHEDULE 1 (Right turn ban)**

1. Brownsover Lane

Vehicles travelling west long Brownsover Lane will be banned from turning right onto Brownsover Road.

### **3. EXISTING ORDERS TO BE REVOKED/AMENDED**

None

### **4. PRIORITY**

4.1 – Medium.

The Road Traffic Regulation Act 1984 enables the Council to implement Traffic Regulation Orders (TROs) for one or more of the following purposes:-

- a) avoiding danger to persons or traffic;
- b) preventing damage to the road or to buildings nearby;
- c) facilitating the passage of traffic;
- d) preventing use by unsuitable traffic ;
- e) preserving the character of a road especially suitable for walking and horseriding;
- f) preserving or improving amenities of the area through which the road runs;
- g) for any of the purposes specified in section 87(1)(a) to (c) of the Environment Act 1995 in relation to air quality.

TROs are designed to regulate, restrict or prohibit the use of a road or any part of the width of a road by vehicular traffic or pedestrians. Permanent TROs remain in force until superseded or revoked.

TROs must not have the effect of preventing pedestrian access at any time or preventing vehicular access for more than 8 hours in 24 to premises on or adjacent to the road. This restriction does not apply if the Council states in the order that it requires vehicular access to be limited for more than 8 hours in 24.

In deciding whether or not to make a TRO, the Council is required to have regard to the matters set out in section 122 of the 1984 Act. Section 122(1) requires the Council to exercise the functions conferred on it by the 1984 Act as (so far as practicable having regard to the matters specified in section 122(2)) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians), and the provision of suitable and adequate parking facilities on and off the highway.

The matters to which the Council must have regard are:-

- the desirability of securing and maintaining reasonable access to premises
- the effect on the amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles so as to preserve or improve the amenities of the areas through which the roads run
- the national air quality strategy prepared under section 80 of the Environmental Protection Act 1995

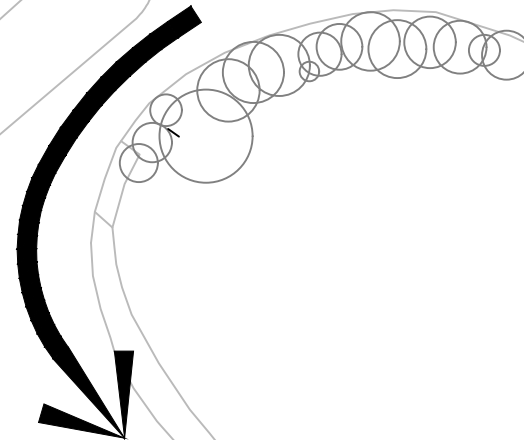
- the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles
- and any other matters appearing to the Council to be relevant

Therefore whilst the overall objective of the Council must be to secure the expeditious convenient and safe movement of vehicular traffic this will sometimes need to give way to the objectives in section 122(2) and a balance has to be achieved between the overall objective and the matters set out in section 122(2).

Plan showing proposed turns into and out of Brownsover Lane that will be allowed

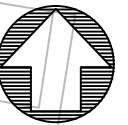
BROWNSOVER ROAD

BROWNSOVER LANE



Proposed banned turns;

- Brownsover Lane onto Brownsover Road (north-easterly direction)



NOTES

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Warwickshire County Council.

REV	DATE	BY	CHK	AMENDMENT
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Drawing title	<b>Brownsover Lane Rugby Consultation Plan</b>
Project title	<b>DELEGATED BUDGET</b>

Drawn by	<b>PAS</b>	Checked by	<b>JE</b>
Date	<b>21/02/2019</b>		
Scale	<b>NTS @ A3_L</b>		
Drawing number	<b>TR10909-10</b>		