

Proposed Decision to be taken by the Portfolio Holder for Transport and Planning

9th August 2019

Proposed Chicanes (Traffic Calming Feature) Gainsborough Drive, Leamington Spa

Recommendation(s)

1. That the Portfolio Holder for Transport and Planning approves the installation of four priority give-way chicanes as advertised on Gainsborough Drive, Sydenham, Leamington Spa.

1.0 Introduction

- 1.1 As a result of concerns expressed to the Local Member regarding speeding on Gainsborough Drive, a traffic calming scheme in the form of priority chicanes has been proposed. These four chicanes on Gainsborough Drive were consulted on 28th March 2019 in a local newspaper and letters sent to addresses in the area. The consultation began on 28th March 2019 and lasted until 18th April 2019. Six objections and one comment in support have been received and can be seen in **Appendix A**. A further comment in support was received after the consultation end date hence it is not included in this report, as well as a further comment in support received via telephone, which is also not included.
- 1.2 A statement of reasons for proposing the chicanes is shown 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.

2.0 Proposal

- 2.1 Four Priority chicanes are proposed on Gainsborough Drive via the County Councillor's delegated budget. Drawings showing published proposals which have attracted objections are found in **Appendix C**.

3.0 Objections

<u>Representations</u> – 6 objections (Objection 1)	<u>Officer response</u>
Parking and Bus stop locations along Gainsborough Drive mean that there is an existing informal chicane in operation at no cost.	The chicanes will formalise the priority for vehicles in both directions, and will ensure that regardless of where vehicles are parked, there will always remain a point at which vehicles are required to give-way, thus reducing vehicle speeds along Gainsborough Drive.
The current position of parked cars in the location of chicane 2 means that vehicles already have to travel on the opposite side of the carriageway and that it is utter nonsense to position chicane 2 at this point on the right hand side.	The positions of the chicanes were decided based on the available space between junctions, as well as the appropriate distances between the chicanes as well as other physical factors. Once the chicanes are installed, the locations where motorists will decide to park will change, and should allow for effective operation.
The statement of reasons does not give the reason why the plan is deemed necessary.	The Statement of Reasons published as part of the consultation states that the chicanes will help improve the environment for residents, pedestrians and cyclists by restricting vehicle speeds and improving road safety.
<u>Further specific questions</u>	<u>Officer response</u>
What consideration has been given to the location of bus stops in the same areas?	It was ensured during the design stage that the chicanes will not have an adverse effect on bus operations. The consultation process has also included the relevant bus operators.
How would this scheme improve the environment if exhaust emissions increase due to traffic queuing to proceed at 4 single points?	Whilst there is no data to provide specific base levels before and after the proposals, it is anticipated that any increase in emissions would be negligible due to the priority reversing after each subsequent chicane. The levels of observed flow along Gainsborough Drive is such that there shouldn't be excessive queuing at the chicanes, even at peak times.
What aspect of 'road safety' is currently deficient and requires improvement?	The County Councillor for the area requested some form of engineering measure along Gainsborough Drive after informal consultation with Residents who

	were concerned with excessive speeding of vehicles and the impact that has on the community.
How much is this scheme costed at? What is the cost/benefit ratio?	The budget for this scheme is £31,000. A BCR has not been carried out on this scheme.
Have all affected residents been consulted about this scheme?	An informal consultation was carried out by Cllr Adkins (County Cllr), and a further formal consultation carried out by WCC covering 916 addresses in the Gainsborough Drive and surrounding areas, as well as the statutory stakeholders.
<u>Representations - (Objection 2)</u>	<u>Officer response</u>
I have severe concerns regarding the locations of chicanes 2 and 3 due to restrictive visibility, parked vehicles, and badly parked vehicles.	The forward visibility of the chicanes has been considered and is to standard. Issues with parked vehicles should resolve themselves once the chicanes are in operation and residents are aware of the required space needed of vehicles including buses to manoeuvre through the chicanes. The scheme will be monitored after construction via a Road Safety Audit Stage 3 with Police attendance, as well as further monitoring by the Councillor. Further measures could be implemented if required to formalise parking near to the chicanes.
<u>Representations - (Objection 3)</u>	<u>Officer response</u>
Parking will be made worse due to the space that the chicanes will take on the carriageway, and will push vehicles into other areas that already have parking issues.	The chicanes will remove available on-street parking however the majority of residences have off street parking including garages.
Double yellow lines should be considered as part of the proposals due to existing poor parking, especially near to the Calder Walk junction where school pick up and drop-offs occur.	The scheme will be monitored after construction via a Road safety Audit stage 3 with Police attendance, as well as further monitoring by the Councillor. Further measures could be implemented if required to formalise parking near to the chicanes and/or junctions.

Distances between the chicanes is sufficient for vehicles to build up excessive speed by motorists that feel they have been delayed by the chicanes.	Vehicle speeds cannot be controlled between the proposed chicanes, however they are a useful method to reduce overall speeds along the road.
Raised junction tables, and/or speed humps would be more suitable.	Speed cushions and humps were considered as part of investigatory works, however informal consultation on speed cushions by the Cllr with Residents found that there was opposition. Humps are not suitable on this road due to the Bus route and the negative effects this would have on passenger comfort.
<u>Representations - (Objection 4)</u>	<u>Officer response</u>
Cars having to give-way at the chicanes... we are struggling to understand how the plan will benefit residents, cyclists, and pedestrians...it is only going to increase the amount of pollution we must suffer.	Whilst there is no data to provide specific base levels before and after the proposals, it is anticipated that any increase in emissions would be negligible due to the priority reversing after each subsequent chicane. The levels of observed flow along Gainsborough Drive is such that there shouldn't be excessive queuing at the chicanes, even at peak times. There will also be benefits to cyclists as there will be gaps behind the chicanes to allow for uninterrupted cycling through the chicanes as well as offering protection. Pedestrians will also be able to cross the road more safely as traffic speeds should be reduced as result of the chicanes.
Most of the residents of Gainsborough Drive own one or two vehicles. If the chicanes are installed outside our homes, we no longer have space to park our cars, and there isn't enough off-road parking to go around.	The chicanes will remove available on-street parking however the majority of residences have off street parking including garages.
It would be significantly more sensible to install speed bumps instead.	Speed humps and cushions were explored as an option, however after consultation with the County Councillor and informally with some residents, this option was rejected. The cushion widths would also be narrow to allow for buses to straddle without affecting passenger

	comfort, therefore the level of speed reduction would have been minimal.
<u>Representations - (Objection 5)</u>	<u>Officer response</u>
The positioning of the chicanes are either in positions of generally very poor visibility, or at points in close proximity to entrances to off-street parking and lay-bys...putting mandatory give way restrictions in place actually puts drivers in harms way without making any real difference to the speed of the road.	The positioning of the chicanes were carefully considered during the design process. It was ensured that any lay-bys or entrances near to the chicanes were checked using swept path analysis of vehicles, and that these vehicles were able to manoeuvre safely around the chicanes. The chicanes will ensure that traffic speeds are reduced along Gainsborough Drive.
Why hasn't a simpler solution such as regular speed humps or speed tables along Gainsborough not being proposed?	Speed cushions and humps were considered as part of investigatory works, however informal consultation on speed cushions by the Cllr with Residents found that there was opposition. Humps are not suitable on this road due to the Bus route and the negative effects this would have on passenger comfort.
The proposed chicane near the junction with Calder Walk, which sits very close to a major Primary school which is already a congestion and traffic problem at school pick up time, seems like a hugely problematic site for an unusual road layout like this....will only add to the hazards of people crossing the road, poor visibility and driver frustration.	There are currently plans to install additional engineering measures along Calder Walk as part of the Safer Routes to School programme. This will formalise pedestrian routes along Calder Walk for children and create a safer crossing environment. The chicanes will compliment this by reducing vehicle speeds and allowing for the safer crossing of Gainsborough Drive by pedestrians. Visibility has been checked at design stage to ensure that all forward visibility and junction visibility remain to standard with the addition of the chicane.
Since one of the proposed installation sites is directly outside our property, I also object on both aesthetic grounds (especially with the position of a priority traffic sign right outside our front window and garden), and on the increased noise pollution caused by vehicles stopping, starting and accelerating constantly.	The position of the sign will be relocated away from the property window. It is accepted that there may be an increase in noise from vehicles travelling along Gainsborough Drive near to the proposed chicanes.
<u>Representations - (Objection 6)</u>	<u>Officer response</u>
This is a busy route for our buses, with up to 4 buses per hour in each	An Officer from WCC has been in contact with the bus operator to establish if there

<p>direction. Given our experience of these features elsewhere, they will result in increased running times for our bus service, and uncomfortable journey for our passengers owing to increased lateral deflection, and also the potential for damage to the tyres of the vehicles that we operate along this particular route owing to their size (approximately 10.8m) in relation to the physical works.</p>	<p>are any actions that WCC could take that would alleviate their concerns in respect of the chicanes. Further plans showing the swept path analysis of a bus manoeuvring through the chicanes was submitted to the objector and has been accepted that lateral deflection will be minimal as well as passenger discomfort. The remaining point regarding service times still remains relevant to the objector, and WCC have agreed that an Officer from WCC and a representative from the Bus Operator will meet on Gainsborough Drive six months from opening of the scheme to establish if there have been issues with regards to an increase in running times and whether further engineering measures could be explored that would alleviate the delays.</p>
<p><u>Representations</u> - (Comment 1)</p>	
<p>I have received your proposal on the chicanes you intend to place on Gainsborough Drive, I would just like to say that I'm extremely happy about this, my children play outside and we witness on a daily occurrence cars doing at least 50mph. I am grateful for you putting this in place.</p>	

4.0 Local Member Views

4.1 Councillor Helen Adkins:-

As a Councillor for Leamington Willes, I have had many residents come to me over the last year concerned about the speeding along Gainsborough Drive. After discussions on site with Officers and after considering a number of proposals, I fully support the introduction of four chicanes along this busy stretch of road. Although there have been some residents who have expressed concerns, many have come to me in relief that something is finally being done. I feel that this is a scheme which will protect pedestrians, cyclists and car users.

5.0 Financial Implications

5.1 The scheme will be fully funded from the Member's delegated budget. Any further works required post Road Safety Audit Stage 3 or as a result of the meeting between the WCC Officer and Bus Operator will be funded through the Delegated budget.

Background papers

1. Appendix A – Received objections
2. Appendix B – Advertised statement of reasons
3. Appendix C – Advertised drawings

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

Local Member(s): Helen Adkins

Other members: None.