

RECEIVED 02 APR 2019	
COMMUNITIES GROUP	
LEADERSHIP TEAM	
GROUP	

31 March 2019

Dear Sir or Madam,

**THE WARWICKSHIRE COUNTY COUNCIL HIGHWAYS ACT 1980, SECTION 90G  
GAINSBOROUGH DRIVE, LEAMINGTON SPA PROPOSED CHICANES (TRAFFIC  
CALMING FEATURES)**

I wish to lodge an objection to the proposal referred to above in respect of chicanes numbered 1 - 3 which I believe are unnecessary at this time.

Gainsborough Drive is served by a number of bays used for parking such that historically the main carriageway was left unobstructed and traffic could flow freely. Within the last couple of years there has been a huge increase in the number of vehicles parked along the straight section of Gainsborough Drive nearest the shops such that it is no longer possible to accommodate all those vehicles within the parking bays.

Consequently, vehicles are parked on both sides of the main carriageway rendering it impossible for two cars or other large vehicles to pass safely between them. There are also a number of bus stops in Gainsborough Drive and a fairly frequent bus service which adds to the number of obstructions to negotiate. Thus, natural chicanes are created (at no cost) as vehicles overtaking parked cars and buses by necessity are required to pull into and out of gaps between them.

By convention vehicles on the bend of Gainsborough Drive park only on the side of the road adjacent to Felmore Grove and Springwell Road, they do not park on the inside of the bend. This means that vehicles driving with these roads to their left and passing parked cars have to drive on the right side of the carriageway if they are to be seen by those exiting Springwell Road and must pull in between vehicles when a bus approaches. It is therefore utter nonsense to position chicane 2 at this point on the right-hand side. It is exceedingly rare for there to be no cars at all

parked at this point on the bend and any action which forces vehicles to drive close to the parked cars will end in collision with those exiting Springwell Road who cannot see them coming due to the curve in the road and vehicles parked at the junction.

At the other end of the bend however where you propose chicane 3, vehicles are frequently parked on both sides of Gainsborough Drive due to proximity of the school located in Calder Walk.

I have no opinion about the proposed chicane 4.

I do wonder if the person proposing this scheme has visited the road at different times of the day within the last 12 months or so, or have they simply looked at a map? For the most part of the day and in particular when most people are at home it is already impossible to proceed without stop/starting along Gainsborough Drive between your proposed chicanes 1 - 2.

I also find it extraordinary that your 'Statement of Reasons' gives no reason why the plan is deemed necessary! It simply says "The chicanes will help improve the environment for residents, pedestrians and cyclists by restricting vehicle speeds and improving road safety". This predictable terminology tells us nothing specific.

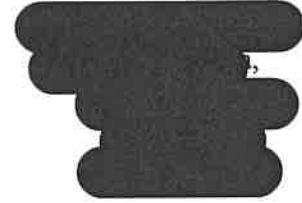
- What does this mean and what led to the scheme being hatched?
- What consideration has been given to the location of bus stops in the same areas?
- How would this scheme improve the environment if exhaust emissions increase due to traffic queuing to proceed at 4 single points?
- What aspect of 'road safety' is currently deficient and requires improvement?
- How much is this scheme costed at? What is the cost/benefit ratio?
- Have all affected residents been consulted about this scheme?
- This scheme bears all the hallmarks of being proposed by someone who does not live here.

Yours faithfully,



Communities Directorate  
PO Box 43  
Shire Hall  
Warwick  
CV34 4SX

RECEIVED 03 APR 2019	
COMMUNITIES GROUP	
LEADERSHIP TEAM	



Re the PROPOSED PRIORITY NARROWING CHICANES  
(specifically relating to Gainsborough Drive Leamington Spa.

Dear Sir,

Whilst I applaud and welcome the need to control the speed of vehicular traffic in the area I do have to wonder if anyone has actually visited the site prior to the production of the published proposals.

I personally have severe concerns regarding the locations of two of the proposed chicanes, specifically numbers those shown on the attached files has being Location 2 and Location 3. These two both are shown to be on the curve of Gainsborough Drive where even at the best of times there is restrictive visibility due to the curvature of the road which is compounded by the ever present parked vehicles (which because of their location are always in contradiction of the Road Traffic Act - 'Section 137 of the Highways Act 1980, as amended (wilfully obstructing the free passage of a highway) I can imagine there being a serious increased risk to all road users whether, motor vehicular, public transport, goods or pedal around the pinch point areas if the proposal are completed has shown without there being an enforced control of the current parking regime. In fact it is not uncommon to find vehicles actually parked in Location 2 and along the sections preceding and exiting the site, which then poses the question where will they then park?

Moving on to location 3 which is on the approach to Calder Walk, there is already at school open and closing time severe congestion due to the almost permanent parking of residents along the section marked for giving way, which in turn will necessitate them actually giving way half way into the approaching priority traffic. Again due to inconsiderate school traffic stopping at and around the junction area access the line of site for approaching traffic will be reduced to a severe level.

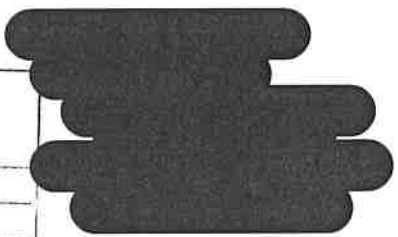
I think the whole idea although greatly applauded and no less needed needs a further perhaps specialist rethink. In fact if the law regarding right of way and obstruction of the carriage was enforced rigorously for a short period the current problems might well be self solving. If not then certainly easier to deal with.

Yours Sincerely



Ref: Gainsborough Drive/Chicanes/HA

RECEIVED 09 APR 2019	
COMMUNITIES GROUP	
LEADERSHIP TEAM	
GROUP	



Dear Sir/Madam,

Reference the above changes to Gainsborough Drive, I do think that the proposals may not solve the problem of excessive speed in the way we all hope.

Firstly, the chicanes will cause all sorts of problems with parking in the local area. Over the last three or four years, there has been a huge increase in parked cars, vans and commercial vehicles. This has not been reflected in the equivalent number of extra houses being built. Consequently, the current crop of vehicles park almost anywhere that takes their fancy. Leaving side roads (e.g. Springwell Road) to join Gainsborough Drive safely is fraught with issues regarding reasonable sight of oncoming traffic, and near misses are not uncommon. This may be reflected in other areas of access to Gainsborough Drive. The space taken by the chicanes will push cars to other areas already blighted by inconsiderate parking. If still adopted, I would hope that along with the chicanes, that double yellow lines would also be introduced. As far as I am aware, there is no such proposal on offer.

For instance, the chicane by Lydstep Grove will have give way markings on the inside of the bend. If vehicles are waiting there, then double yellow lines should be a must by the pavement towards and into Fellmore Grove. Likewise, yellow lines should extend in the opposite direction as far as the offroad parking bay by Lydstep Grove. This should prevent traffic approaching and leaving the chicane in the priority direction from being forced onto the wrong side of the road. This will also displace possibly 8 or 9 cars who would otherwise park on the outside of the bend. They may make current bad parking even worse (see sketch #1). A similar situation may prevail by the Calder Walk chicane and parking in the vicinity, with the added complication of a school in close proximity. It is currently quite dangerous around the junction with the usually inconsiderate school run parking. I fear that without (in my opinion) the necessary double yellow lines, the chicanes would make things worse. In theory, yellow lines should allow safe passage for through traffic outside the school and much more importantly, safeguard the arrival and departure of children from the school. Cynic that I am, I would ask 'who takes any notice of double yellow lines in such circumstances anyway'. Parking half on the pavements seems to negate the purpose of such markings.

Another thought is the distance between chicanes on the 'straight' portions of Gainsborough Drive. The 250 metres or so on the North side, and the 300 metres or so on the south side of Gainsborough Drive will still give ample opportunity for excessive speed by those who feel they may have been held up, or those who choose not to be governed by any obstacle anyway. Any excessive speeds between the chicanes would also be compounded by the displacement of the parked cars and where and how they would then park.

I would much prefer to see well designed 'table top' humps across the full width of the road similar to those by the church in Whitnash (see sketch #2). Provided the flanks of the humps are clearly marked over the full width, it would solve some of the issues I have already mentioned. Because the 'humps' would be the full width of the road, I think that the parking situation would not

necessarily be any worse or different than it is now, with cars still able to use similar places to those already identified , without causing other problems which later may require additional measures to solve.

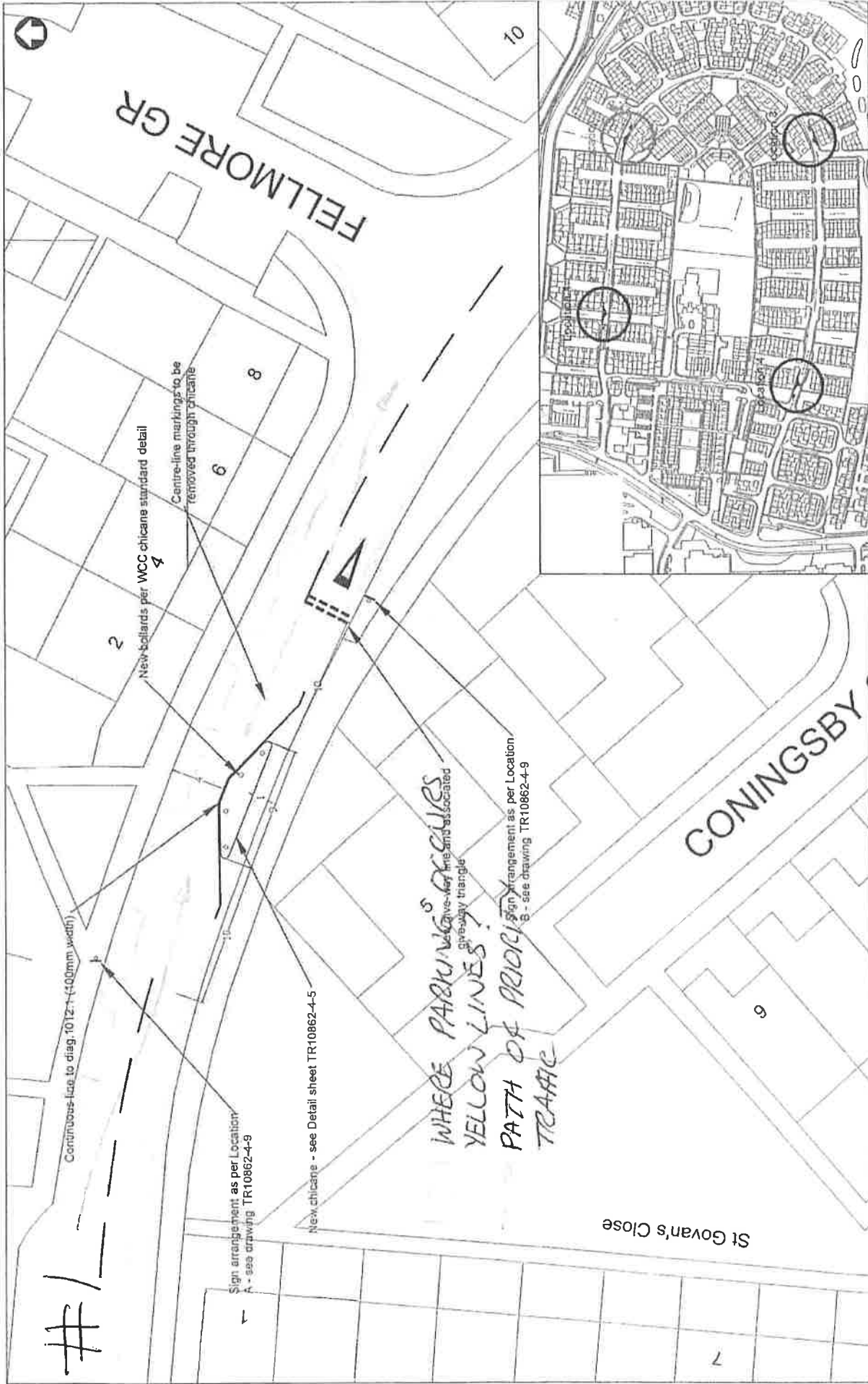
Together with the above suggestion, I would like to see three such 'humps' on each of the straight portions of the road. This would reduce the distance and temptation to speed between features. I would suggest humps at Newgale Walk, Broadhaven Close (about 80 metres apart) and Lydstep Grove (about 150 metres apart). Then by 64 Gainsborough Drive, Hornbeam Grove (about 190 metres) and Cottage Close (about 160 metres). Buses and other traffic navigate the humps in Whitnash with no issues, so should not be a complete surprise to road users if introduced on the Sydenham Estate. The engineering for six tabletop humps would probably be simpler, as angles and lots of deep excavations may be avoided. I would like to make a further comment using my observations of the chicane on Saint Mary's Road. An awful lot of cars do try and beat oncoming traffic rather than give way. It is the competitiveness of road users to own bits of road which sometimes lead to avoidable incidents. Such issues would not be welcome in an already busy and much more populated area.

Tabletop humps would be the least intrusive to residents and visitors, and if six were constructed then general speed at any point would be more controlled.

Thank you for your consideration of these issues.

Yours faithfully





REV	DATE	BY	CHK	AMENDMENT	Drawing title	Checked by
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2	-/-					JE
3	-/-					
4	-/-					
5	-/-					

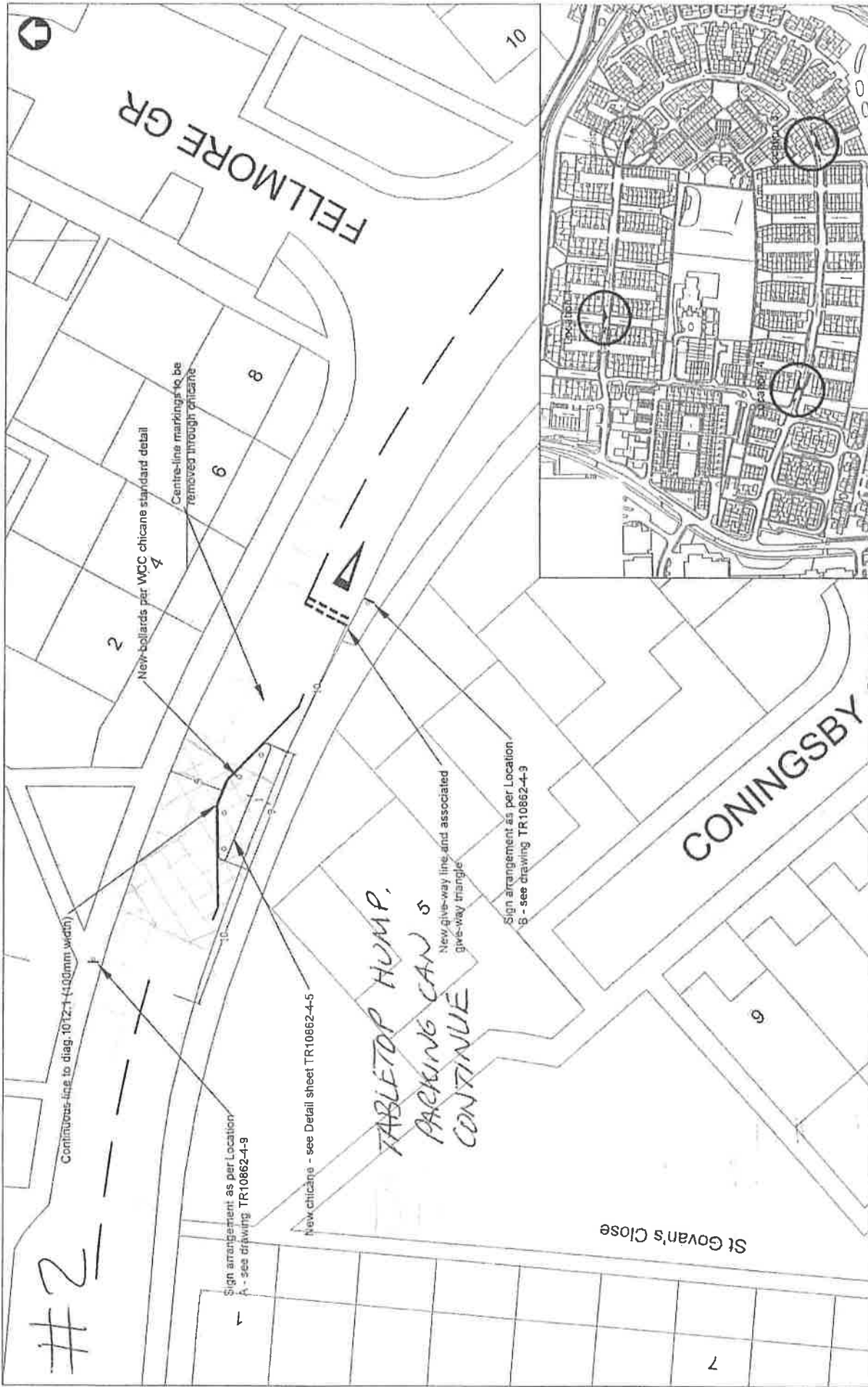
Date	17/08/2018
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Drawing number	TR10862-4-2
Project title	DELEGATED BUDGET

NOTES

Traffic & Road Safety  
 Gainsborough  
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Traffic & Road Safety  
 Cornwall Council  
 Cornwall, UK  
 Tel: 01752 412410

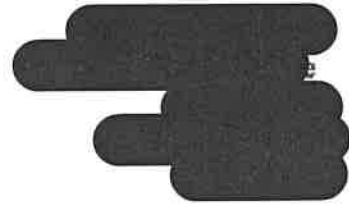
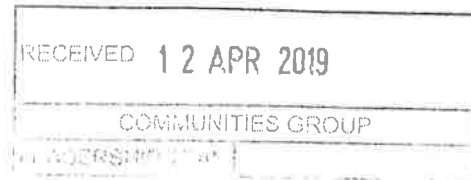
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 Drawing number: TR10862-4-2

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Drawn by: PAS  
 Checked by: JE  
 Date: 17/09/2018  
 Scale: 1/250 @ A3\_L  
 Project title: DELEGATED BUDGET

PROJECT: PROJECT SUPPORT VARIATION GAINSBOROUGH DRIVE CHICANE 2 (TABLET HUMPH) - CHICANE 5  
 Location: Cornwall Council - as part of the Cornwall Council  
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7th April 2019

Dear Philip Salter,

You say in your letter to the residents of Gainsborough Drive that if they have any objections to the council's plan to install four chicanes on our road that we should contact you. Well, I as a resident strongly object. The plan is utter madness.

We have double-decker buses up and down Gainsborough Drive every ten to fifteen minutes, and the traffic for Calder Walk School on weekdays is already horrendous. With these buses and cars pumping out fumes and pollution while they sit, having to give way at the chicanes, we are struggling to understand how the plan will benefit residents, cyclists, and pedestrians as the council suggests. It is only going to increase the amount of pollution we must suffer.

In addition, 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.

It would be significantly more sensible to install speed bumps instead. This would slow down the traffic along the road without leaving traffic to sit while pollution builds up. It would also mean residents can continue to park outside their own homes as we always have done.

I, and many of the residents along the road, ask that the council reconsiders its plan.

Yours sincerely,





objection 5

Communities Directorate  
PO Box 43  
Shire Hall  
Warwick  
CV34 4SX

RECEIVED	17 APR 2019
COMMUNITIES GROUP	
LEADERSHIP TEAM	
GROUP	
RECEIVED	16 APR 2019
COMMUNITIES GROUP	
LEADERSHIP TEAM	
GROUP	

Your Ref: Gainsborough Drive/Chicanes/HA

6th April 2019

To whom it may concern,

**RE: PROPOSED PRIORITY NARROWING SCHEME**

I write concerning correspondence received regarding the proposed installation of priority chicanes to Gainsborough drive, and welcome the move to improve both driver and pedestrian safety on this particular stretch of road. However, I find the proposed changes deeply flawed in many ways which I will outline below. I must disagree with the particular proposed changes in the strongest of terms and wish to more effective and suitable solution to the problem.

As a homeowner of a property that sits directly on Gainsborough Drive I am all too familiar with the problems of speeding vehicles outside our front window. Excess speed on this road is a danger to cars pulling out of concealed driveways, pedestrians crossing the road, road users often having to pass parked cars, and the regular busses that use the road. It is often cars that I see speeding but also motorbikes and busses. Empirically, excess speed is most often seen at night, early evening and at weekends - times when traffic is light anyway. The number one priority for this programme should be aimed at *preventing excess speed* - I do not believe priority chicanes will achieve this, and will actually make the road more dangerous.

Firstly, the positioning of the proposed chicanes are either in positions of generally very poor visibility, or at points in close proximity to entrances of off road parking and lay-bys. As such, putting mandatory give way restrictions in place actually puts drivers in harm's way without making any real difference to the speed of the road. I have outlined a non-exhaustive set of such problematic scenarios that would be *introduced* by these measures in Appendix A. I struggle to see any circumstance where the chicanes would actually *improve* the safety of the road.

Even in spite of introducing a more complex and congested road layout with its associated problems, the chicanes will not actually go any way to reducing the overall speed on the road at the times when it is actually a problem (as stated earlier). Excess speed is most often seen at times when there is little traffic on the road - conditions which priority give-way lanes wouldn't make a shred of difference to. If drivers are not obeying the speed limits now, why would they with a priority lane when there's no-one else on the road? There are already frequent natural 'chicanes' created all the way along Gainsborough drive that occur when people park along the road outside of the lay-by areas, and one can observe such obstacles make no real difference to the speed of traffic. Even as I write this at 12.30 am, a car has just zoomed past at what must be more than 50mph - it's dark and there are actually cars parked along the road which restrict the flow of traffic in the same way a chicane would, which suggests a chicane would have similar negligible effect.

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The west side of Gainsborough Drive is also frequently lined with parked cars making visibility very poor and space tight. These obstacles do not seem to make any difference to the speed of traffic however, to the extent that there was a crash there recently which I understand was a combination of speed and poor visibility. There is no reason to believe that adding even more permanent restrictions to the flow of traffic would do anything but make this problem worse.

Indeed with this in mind, it is my strongly held view that existing drivers who exceed the speed limit will continue to do so after these measures are put in place (since there's nothing actually prohibiting them), which potentially means we not only have cars driving at unsafe speeds, but also on the wrong side of the road!

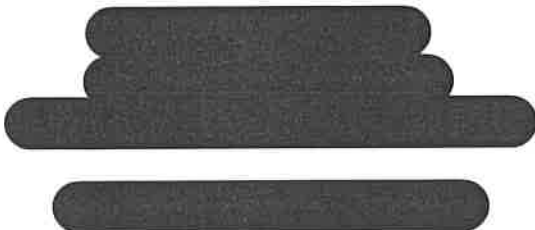
I must reiterate my strong disapproval of the proposed changes. It is not at all clear to me why a simpler solution such as regular speed humps or speed tables along Gainsborough Drive was not proposed. Speed humps or tables (not cushions) are the most effective traffic calming measure and do not come with anywhere near the number of problems that installing chicanes would on this particular stretch of road. The added road noise that could be caused by speed humps would be easily offset by a reduction in overall traffic volume that would come as a result of lower speeds, and if installed correctly at a sensible vertical height would pose minimal risk to vehicles travelling at safe speeds.

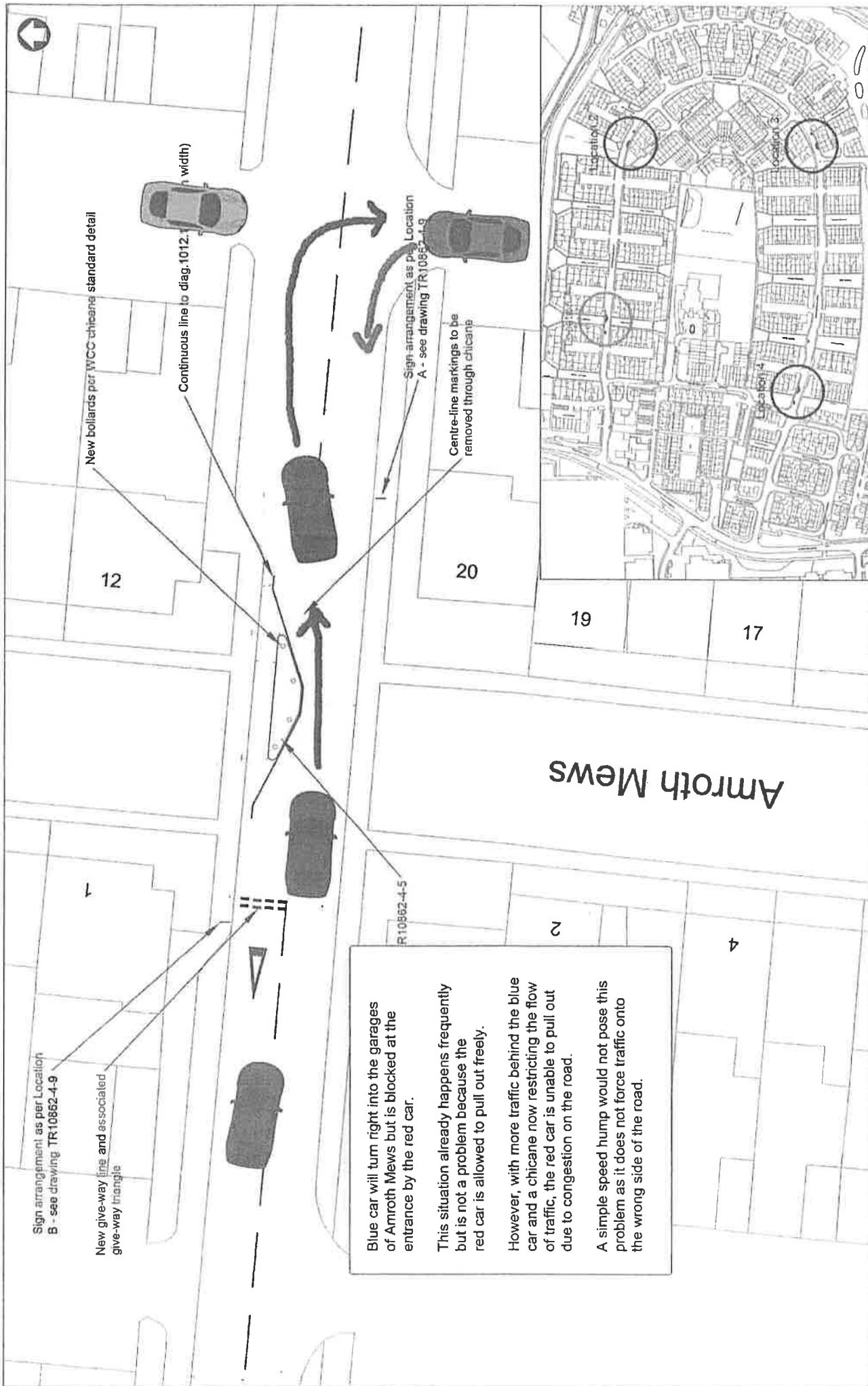
The proposed chicane near the junction with Calder Walk, which sits very close to a major primary school which is already a congestion and traffic problem at school pick up time, seems like a hugely problematic site for an unusual road layout like this. A priority chicane in an area like this will only add to the hazards of people crossing the road, poor visibility, and driver frustration - a recipe for a road traffic collision at a busy time where there are children present.

Finally, since one of the proposed installation sites is directly outside our property, I must 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 positioning here will have a negative impact on not just our quality of life but also the value of our property and the safety of our children.

Please carefully evaluate the points I set out above and re-evaluate a more effective solution to the problem. I look forward to your response,

Sincerely,

A large black rectangular redaction box covers the signature and name of the sender.



Blue car will turn right into the garages of Amroth Mews but is blocked at the entrance by the red car.

This situation already happens frequently but is not a problem because the red car is allowed to pull out freely.

However, with more traffic behind the blue car and a chicane now restricting the flow of traffic, the red car is unable to pull out due to congestion on the road.

A simple speed hump would not pose this problem as it does not force traffic onto the wrong side of the road.

# Amroth Mews

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Date	17/08/2018		
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Drawing number	TR10862-4		

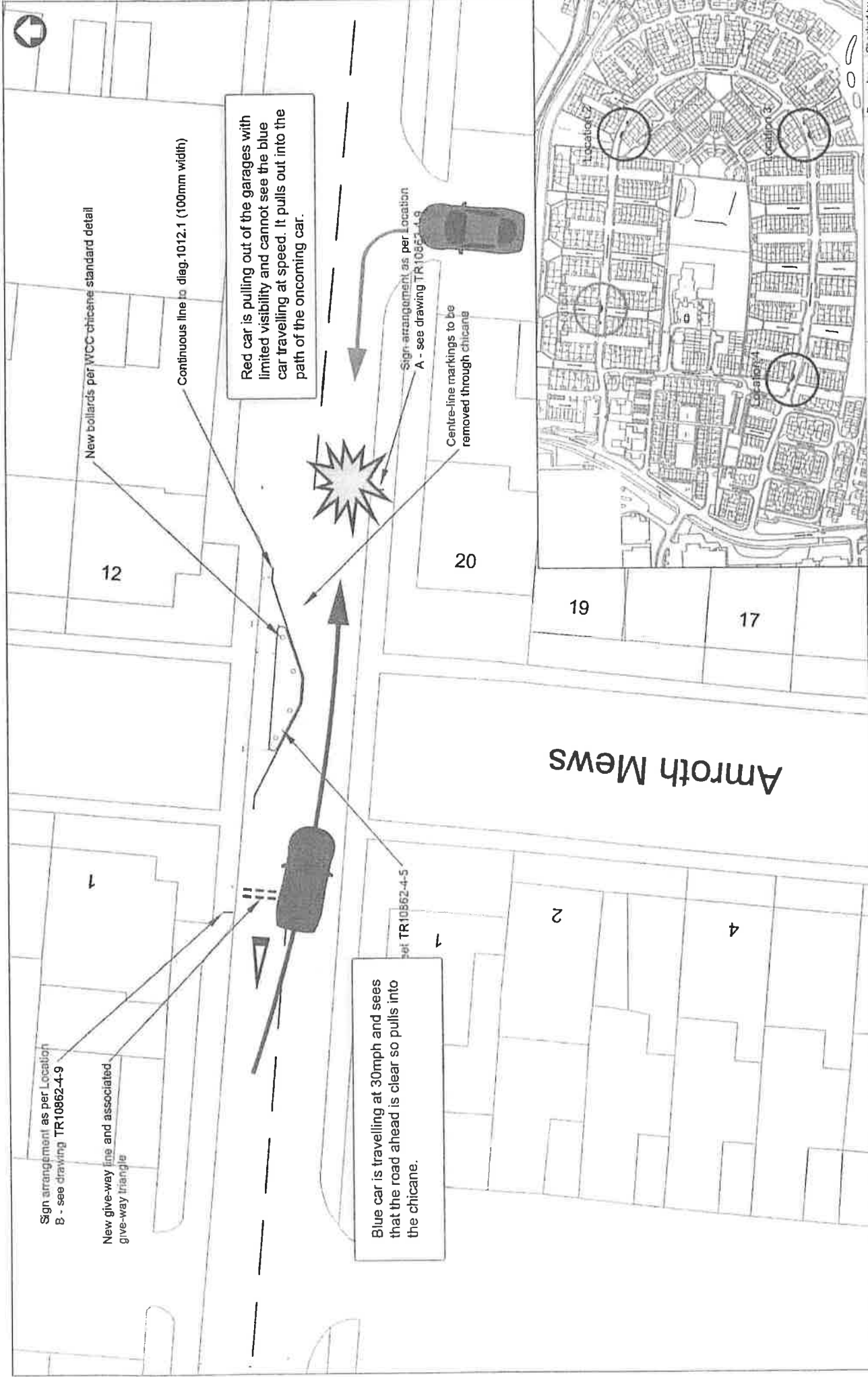
**Warwickshire County Council**  
**TRANSPORT AND ECONOMY**  
 Traffic & Road Safety  
 Gurnee Road  
 Leamington Spa  
 CV31 3JH  
 Tel: 01826 41010

**Proposed Chicanes**  
**Gainsborough Drive**  
**Leamington**  
**GA (Location 1)**

Project title  
**DELEGATED BUDGET**

NOTES

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 Date 17/08/2018  
 Scale 1/250 @ A3\_L  
 Drawing number TR10862-4

Drawing title  
**Proposed Chicanes  
 Gainsborough Drive  
 Leamington  
 GA (Location 1)**  
 Project title  
**DELEGATED BUDGET**

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NOTES

1. Warwickshire County Council Traffic & Road Safety  
 Warwick, CV34 4PP  
 Tel: 01828 410010

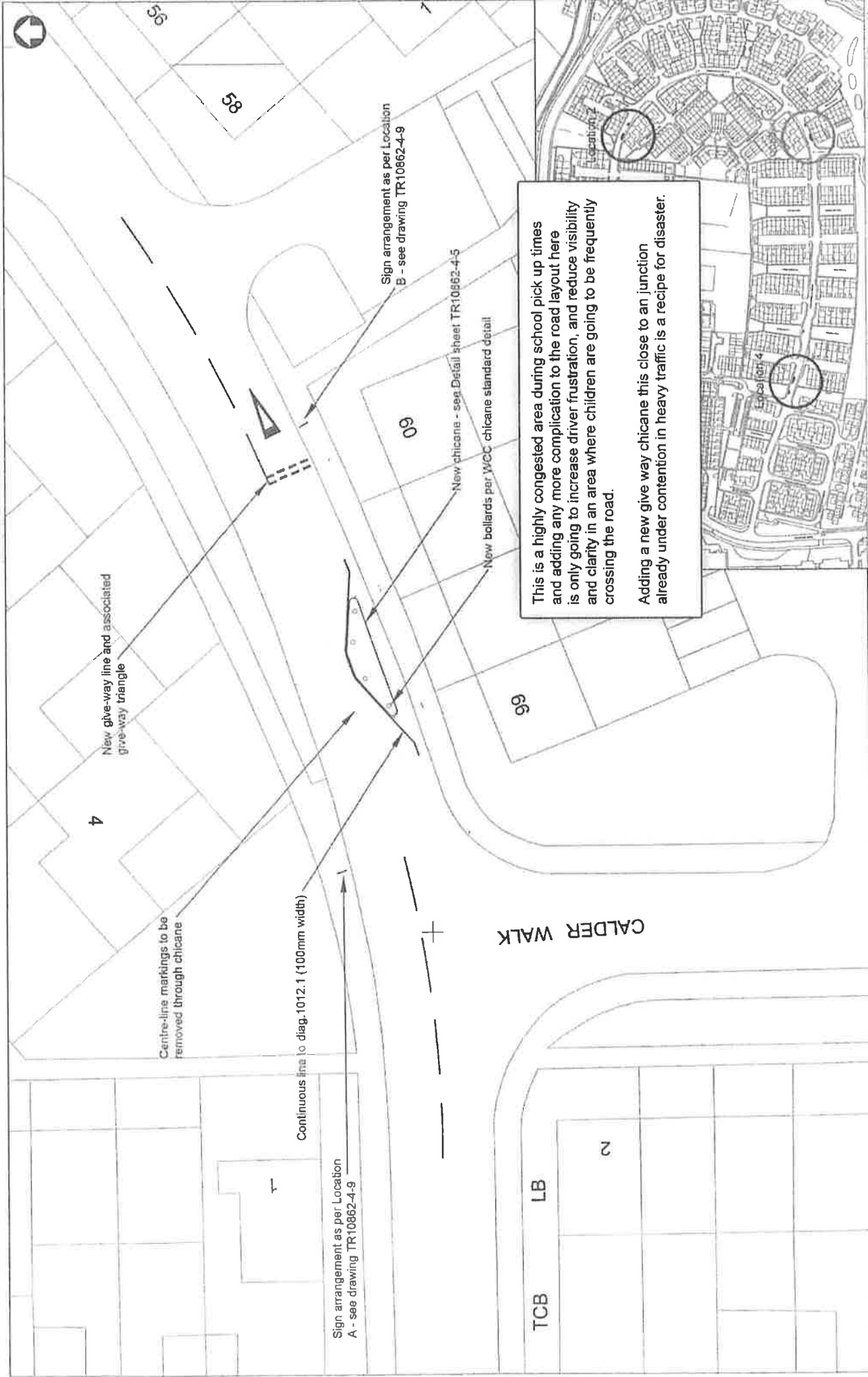
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6. Warwickshire County Council



New give-way line and associated give-way triangle

Centre-line markings to be removed through chicane

Continuous line to diag.1012.1 (100mm width)

Sign arrangement as per Location A - see drawing TR10862-4-9

Sign arrangement as per Location B - see drawing TR10862-4-9

New chicane - see Detail sheet TR10862-4-5

New bollards per WCC chicane standard detail

This is a highly congested area during school pick up times and adding any more complication to the road layout here is only going to increase driver frustration, and reduce visibility and clarity in an area where children are going to be frequently crossing the road.

Adding a new give way chicane this close to an junction already under contention in heavy traffic is a recipe for disaster.

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**Warwickshire County Council**  
**TRANSPORT AND ECONOMY**  
 Traffic & Road Safety  
 Site and Plan Room  
 Warwick, CV4 7AP  
 Tel: 01923 110110

**Proposed Chicanes**  
**Gainsborough Drive**  
**Leamington**  
**GA (Location 3)**

Drawing title  
 Drawing number  
 Project title  
**DELEGATED BUDGET**

Drawn by PAS  
 Checked by JE  
 Date 17/08/2018  
 Scale 1/250 @ A3\_L  
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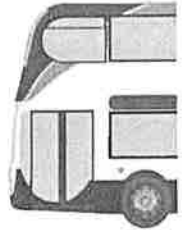
objection 6

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

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COMMUNITIES GROUP	
LEADERSHIP TEAM	



stagecoachbus.com



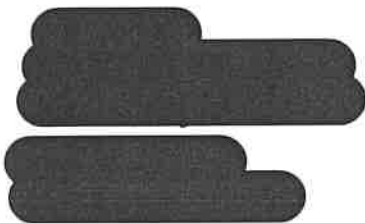
15 April 2019

Dear Mr Salter

**THE WARWICKSHIRE COUNTY COUNCIL**  
**HIGHWAYS ACT 1980, SECTION 90G**  
**GAINSBOROUGH DRIVE, LEAMINGTON SPA**  
**PROPOSED CHICANES (TRAFFIC CALMING FEATURES)**

Regarding the consultation in reference to the above, we object to this proposal. This is a busy route for our buses, with up to 4 buses per hour in each direction. Given our experience of these features elsewhere, they will result in increased running times for our bus service, an 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.

Yours sincerely



## **GAINSBOROUGH DRIVE, LEAMINGTON SPA**

### **Proposed Chicanes**

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

- 1.1 Warwickshire County Council is proposing to install four Priority give-way chicanes measuring approximately 9 metres (length) x 2 metres (Width) x 0.2555 metres (height) in various locations on Gainsborough Drive, Leamington.
- 1.2 The scheme will involve the use of warning signs, bollards, road markings as well as chicanes. The chicanes will help improve the environment for residents, pedestrians and cyclists by restricting vehicle speeds and improving road safety.
- 1.3 The location of the chicanes is set out in schedule 1 and can be referred to in drawings TR10862-4, TR10862-4-2, TR10862-4-4 and TR10862-4-6.

#### **2. SCHEDULE**

##### **SCHEDULE 1 (Location of speed chicanes)**

##### **1. Gainsborough Drive**

###### **Location 1**

Between the boundary of no.12 Broadhaven Close and Newgale Walk.

###### **Location 2**

Outside no.2 Gainsborough Drive

###### **Location 3**

Outside no.64 Gainsborough Drive

###### **Location 4**

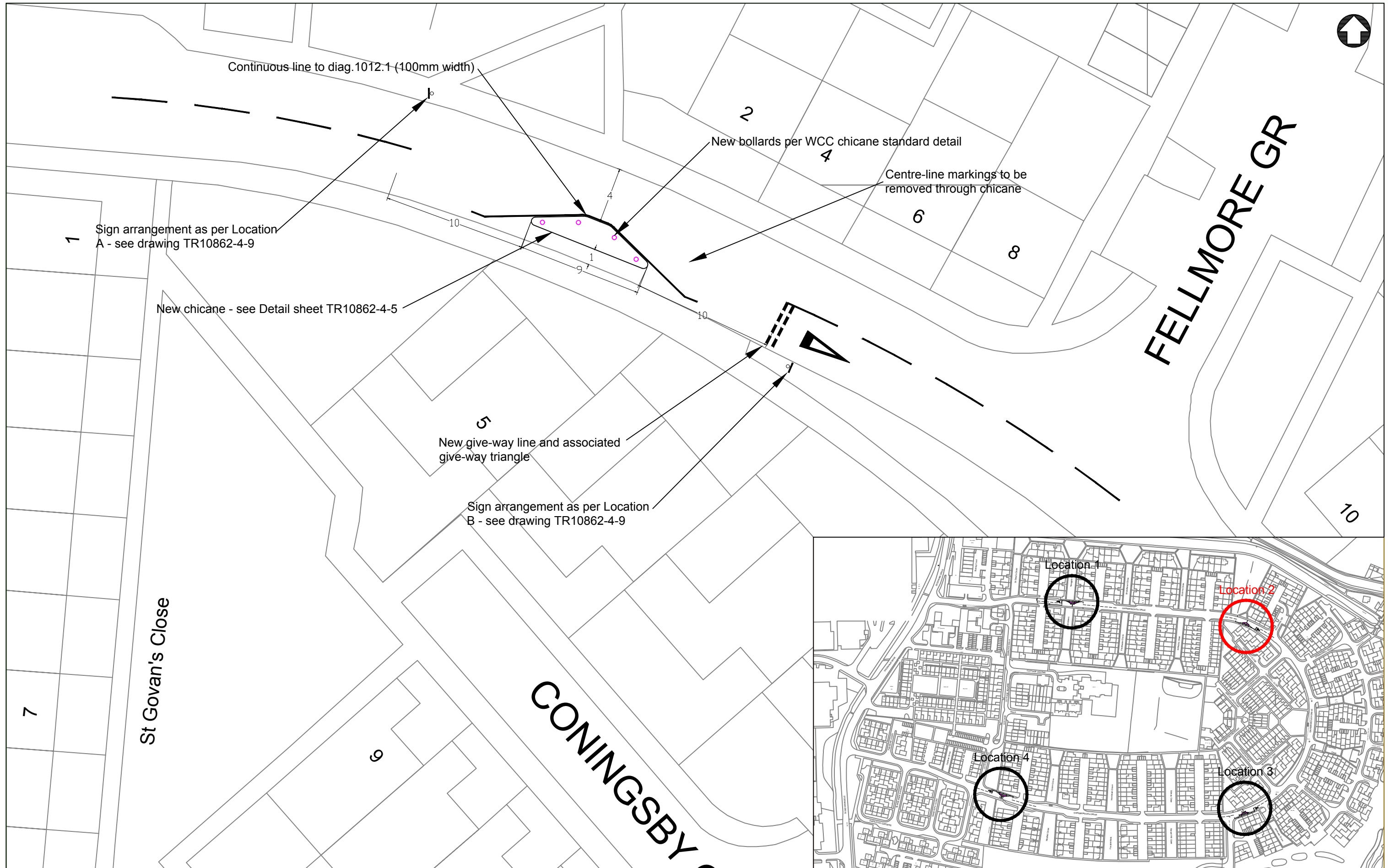
Between Endsleigh Gardens and Lynwood Walk

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

None.

#### **4. PRIORITY**

4.1 – Medium.

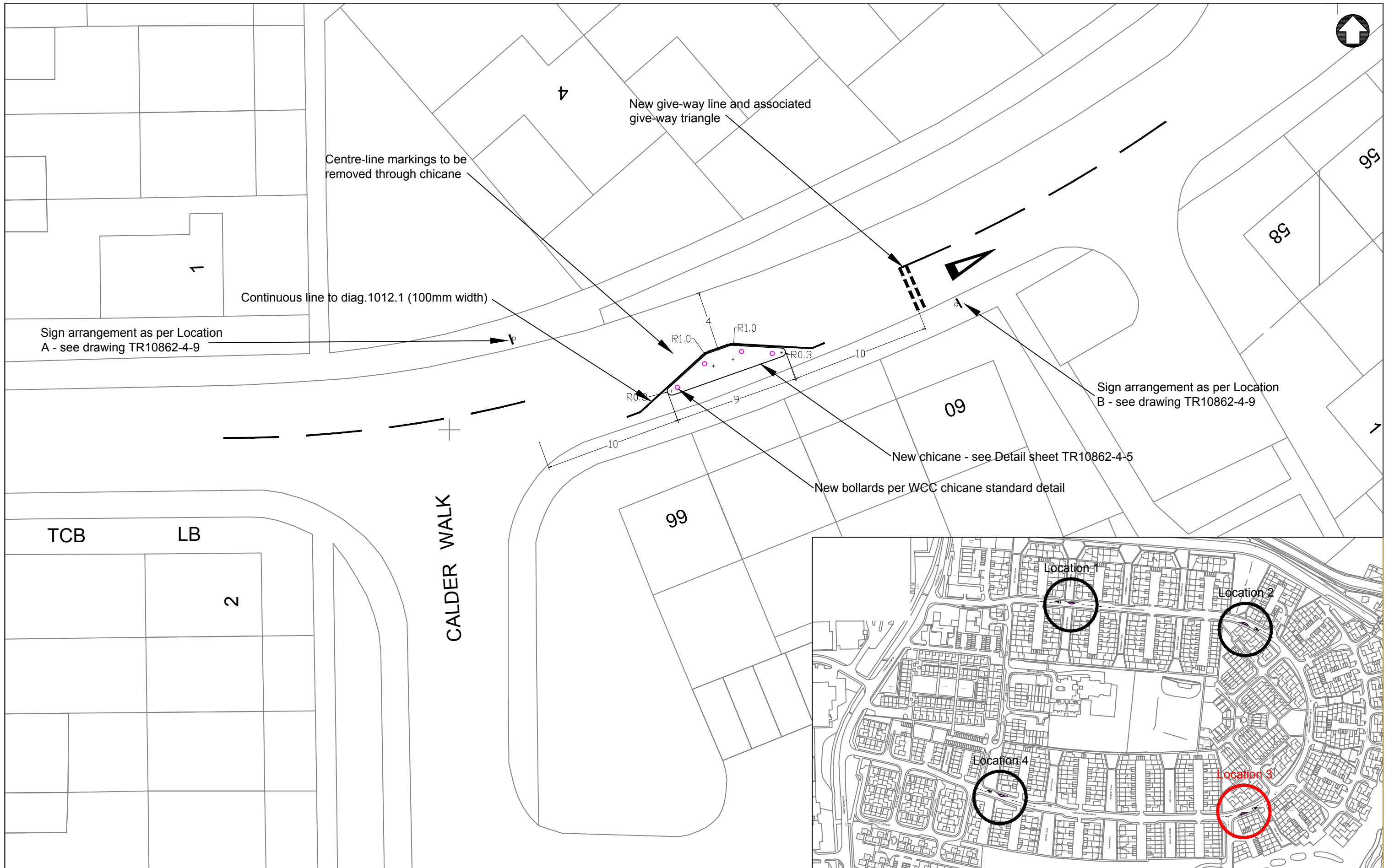


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Drawing title	Proposed Chicanes Gainsborough Drive Leamington GA (Location 2)
Project title	DELEGATED BUDGET

Drawn by	Checked by
PAS	JE
Date	17/08/2018
Scale	1/250 @ A3_L
Drawing number	TR10862-4-2



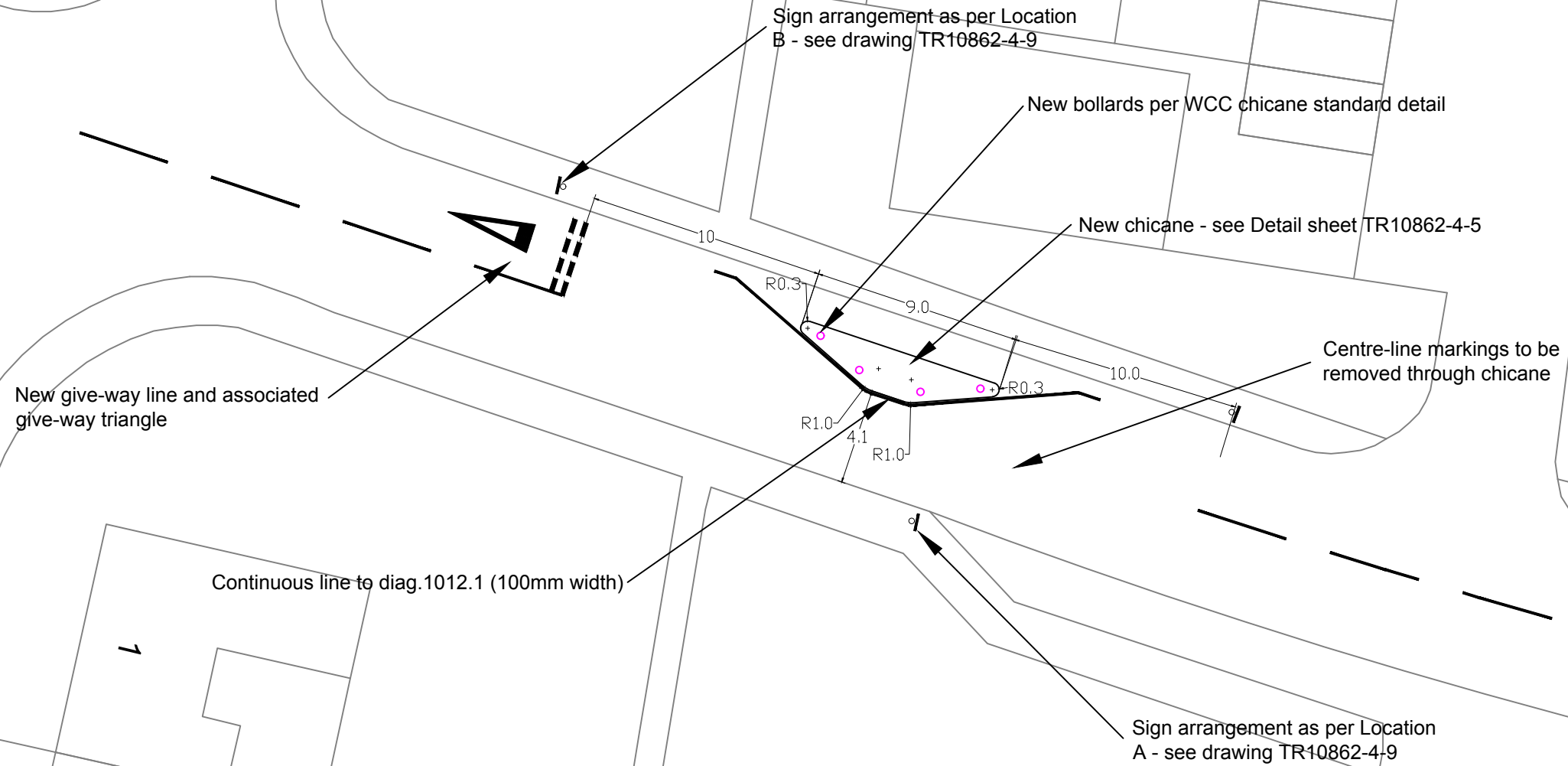


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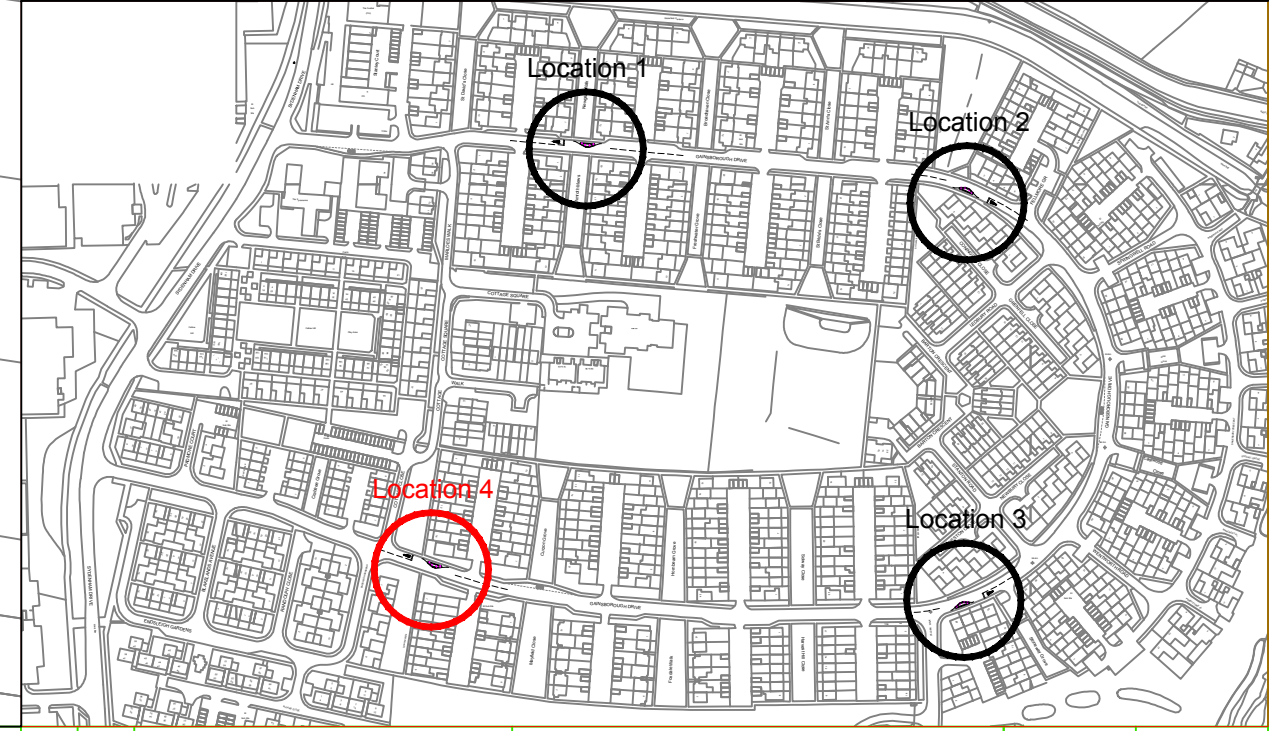
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Project title	DELEGATED BUDGET

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PAS	JE
Date	17/08/2018
Scale	1/250 @ A3_L
Drawing number	TR10862-4-4

ENDSLEIGH GARDENS



Continuous line to diag.1012.1 (100mm width)



**Warwickshire County Council**  
**TRANSPORT AND ECONOMY**  
[www.warwickshire.gov.uk](http://www.warwickshire.gov.uk)  
<mailto:communities@warwickshire.gov.uk>

Traffic & Road Safety  
 Communities  
 Shire Hall Post Room  
 Warwick, CV34 4SP  
 Tel : 01926 410410

NOTES

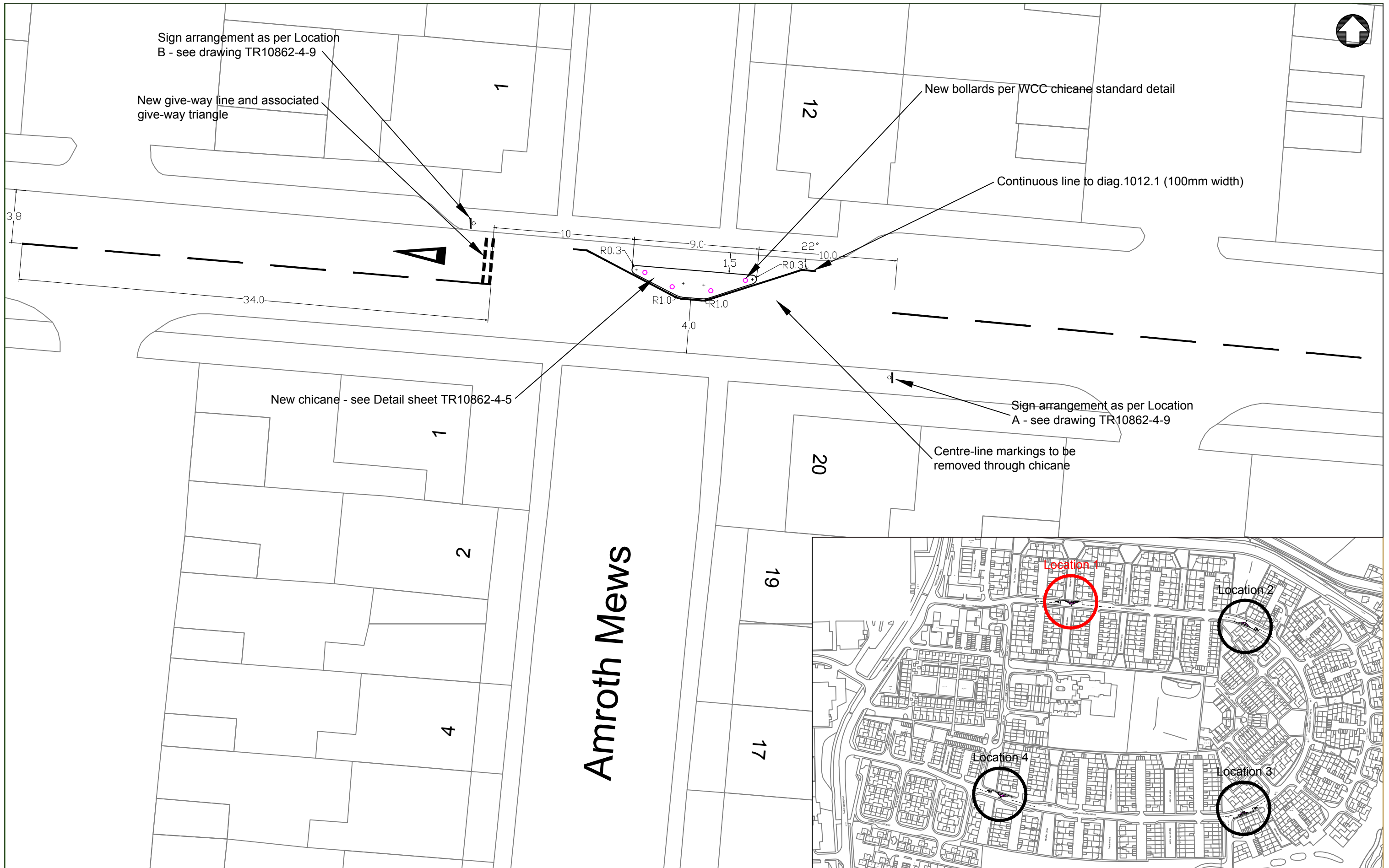
H:\Traffic\AA\_PROJECT SUPPORT\Leamington\Gainsborough Drive Cushions\TR10862-4-rev--Chicanes.dwg  
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REV	DATE	BY	CHK	AMENDMENT
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Drawing title  
**Proposed Chicanes  
 Gainsborough Drive  
 Leamington  
 GA (Location 4)**

Project title  
**DELEGATED BUDGET**

Drawn by <b>PAS</b>	Checked by <b>JE</b>
Date <b>17/08/2018</b>	
Scale <b>1/250 @ A3_L</b>	
Drawing number <b>TR10862-4-6</b>	



REV	DATE	BY	CHK	AMENDMENT
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