

**Proposed Decision to be taken by the Portfolio for Transport and
Planning on or after 13 September 2019**

RUGBY FREE SECONDARY SCHOOL DEVELOPMENT

TRAFFIC ORDERS

**THE WARWICKSHIRE COUNTY COUNCIL (RUGBY BOROUGH) (CIVIL
ENFORCEMENT AREA) (WAITING RESTRICTIONS, ON STREET PARKING
PLACES AND RESIDENTS' PARKING) (CONSOLIDATION) (VARIATION F)
ORDER 2019**

**THE WARWICKSHIRE COUNTY COUNCIL (LONG FURLONG AND ANDERSON
AVENUE, RUGBY) (20MPH SPEED ZONE) ORDER 2019**

PROPOSED ROAD HUMPS ON LONG FURLONG AND ANDERSON AVENUE

**PROPOSED PEDESTRIAN/CYCLE CROSSING AT DUNCHURCH
ROAD/KINGSWAY JUNCTION**

PROPOSED SHARED FOOTWAY/CYCLEWAY

Recommendation

That the Portfolio Holder for Transport and Planning **approves** that the changes contained within the following Orders and Notices which have been consulted upon, be implemented as advertised:

- The Warwickshire County Council (Rugby Borough) (Waiting Restrictions, On Street Parking Places and Residents' Parking) (Consolidation) (Variation F) Order 2019 under section 1 of the Road Traffic Regulation Act 1984;
- The Warwickshire County Council (Long Furlong and Anderson Avenue, Rugby) (20mph Speed Zone) Order 2019 under section 84 of the Road Traffic Regulation Act 1984;
- Notice of Proposed Road Humps on Long Furlong and Anderson Avenue under sections 90A and 90G of the Highways Act 1980;
- Notice of Proposed Pedestrian/Cycleway Crossings at Dunchurch Road/Kingsway Junction under section 23 of the Road Traffic Regulation Act 1984
- Notice of Proposed Shared Use Footway/Cycleway under Sections 65 and 66 of the Highways Act 1980

1. Introduction

- 1.1 The development of a new secondary school, associated sports provision, new SEN school, demolition of the existing Rokeby Infant School and replacement playing fields on land adjacent to Rokeby Primary School, Anderson Avenue, Rugby has been subject to and granted planning permission.
- 1.2 This development is known as the Rugby Free Secondary School development.
- 1.3 Warwickshire County Council has advertised proposals to make various changes to the existing roads and footways in the area which will be affected by the development.
- 1.4 These proposals include the introduction of a 20mph zone in parts of Anderson Avenue and Long Furlong with associated traffic calming road humps and raised table junctions; the conversion of existing footways to shared use footway/cycleway on Anderson Avenue, Long Furlong, Kingsway and a short section of Dunchurch Road; the introduction of no waiting at any time restrictions on Dunchurch Road, Kingsway, short sections of Anderson Avenue and Long Furlong; a short section of limited waiting on Long Furlong and the introduction of a controlled crossing (puffin and toucan crossings) on Dunchurch Road and Kingsway junction.
- 1.5 Drawings showing the advertised proposals are contained within **Appendix A**.
- 1.6 A public consultation covering all aspects of the proposals was undertaken in May to June 2019. The consultation included placing of a Notice in the Rugby Observer (on 30 May 2019), a letter and associated plans delivered to local residents, the lodging of plans and associated documents at Rugby Borough Council and at Shire Hall, notices displayed on street and an entry on the Council's wordpress blog.
- 1.7 A number of comments were received from local residents, which contained support and objections and these are outlined in the section below. Copies of the correspondence received can be found in **Appendix B**.
- 1.8 The proposals which have been consulted upon incorporate designs which have previously received approval or endorsement at planning stage. These designs included:
 - 3m wide footways on Anderson Avenue and Long Furlong joining footways along the school
 - Traffic calming measures, including the introduction of a 20mph speed limit zone in Anderson Avenue, Long Furlong, Charlesfield Road and Rosewood Avenue
 - No waiting and limited waiting restrictions in Anderson Avenue and Long Furlong; and Dunchurch Road/Kingsway junction
 - Controlled crossings at the Dunchurch Road/Kingsway junction

2. Consultation responses

It is important to note here that many of the responses received were lengthy and covered numerous points, not all of which were directly relevant to the advertised Traffic Regulation Orders and Notices. This portfolio holder report is concerned solely with the support and objections to the above Orders and Notices which have been consulted upon.

Where items fall outside of the consultation scope, the points have been noted in the following tables for completeness and the officer response to them is that these are out of the scope of the current report for portfolio holder consideration.

2.1 Comments in support of the advertised orders and notices

Email Ref	Support
2	a) The introduction of traffic lights at the Dunchurch Rd/Kingsway junction is welcome. b) The yellow lines and traffic calming measures are also welcome.
4	The introduction of road humps is supported.
9	Support for the redesign of the Kingsway Junction.
11	Overall plans are sensible and much needed. Traffic lights at the Dunchurch Rd/Kingsway junction are much needed. The proposed waiting restrictions are welcome.
14	No issues with improved traffic management proposals

2.2 Comments in opposition to the advertised orders and notices with officer's response

Email Ref	Objections	Response
1	a) The only entrance to the school will not cope with the vehicles, pedestrians and cyclists forced to use it twice daily.	a) The capacity of the junction is outside the scope of this report but the 20mph zone and associated traffic calming measures will maintain vehicle speeds at

	<p>b) Once a young cyclist leaves the school using this new cycleway/footpath, where does he/she go next?</p>	<p>low levels, sufficient to avoid collisions with pedestrians or other vehicles. The waiting restrictions around the entrance to the new school access road will also serve to protect forward visibility on the approaches to the junction. A priority give way junction was approved at planning stage.</p> <p>b) Provision has been made for cyclists to leave the school on a shared use cycleway/footway. On entering Anderson Avenue or Long Furlong cyclist will rejoin the carriageway via a dropped kerb. On both roads, the entry to the carriageway will take place into a 20mph zone self-enforced through the provision of road humps and raised tables. Speeds will therefore be low.</p>
<p>2</p>	<p>a) Complaint re the works trucks using Long Furlong causing damage.</p> <p>b) Concern over the width of footways not being sufficient for shared use between cycles and pedestrians.</p>	<p>a) Out of scope of report.</p> <p>b) The shared use cycleway/footways will generally be 3.0m wide with the exception of localised pinch points where features such as trees or lighting columns may reduce the width. 3.0m is the preferred minimum width recommended by Local Transport Note 1/12, with a small buffer added where (as here) the cycleway/footway is bounded by a kerb. However, LTN 1/12 recognises that the width may be less than the preferred width according to the circumstances and that there may be pinch points along a route where the minimum dimensions cannot be met. Having regard to the road environment and the particular characteristics of the likely use, including the fact that pedestrians and cyclists are likely to be moving slowly and in the same direction at peak times, that usage will be very light at other times, that the ground is level, and that</p>

		vehicular traffic will be at low speed, the proposed widths are considered to be acceptable.
3	<p>a) WCC has suppressed the publication of <i>Rugby Sustainable Transport Strategy</i>.</p> <p>b) Incorrect placement of Overslade Lane pedestrian crossing.</p> <p>c) Failed to secure funding from national government for a safe route for pupils from the north of Rugby to the new school.</p> <p>d) Cycling conditions are apparently already ideal and require no further alteration.</p> <p>e) WCC has failed to act on the recommendations of the non-motorised users audit which proposed uncontrolled crossings in Long Furlong and the segregation of pedestrians and cyclists within the school site itself.</p> <p>f) Criticism of the proposed cycle route along Belmont Road.</p>	<p>a) Out of scope of report.</p> <p>b) Out of scope of report.</p> <p>c) Out of scope of report.</p> <p>d) The residential roads within the immediate vicinity of the site are quietly trafficked and speeds are generally low making it suitable for cyclists. Speeds are currently low and will, in fact, probably reduce owing to the proposed traffic calming measures and 20mph zone which is to be introduced. While conditions were already identified as favourable for cyclists at the planning stage, it was also recognised that additional measures would improve cyclist safety and make this mode of travel more attractive.</p> <p>e) The design incorporates uncontrolled crossing points for pedestrians. Separately, dropped kerb access points for use by cyclists joining or leaving the shared use footway will be provided. The non-motorised user audit (NMUA) recommendations to provide a segregated route within the school site if possible are outside the scope of this report.</p> <p>f) There is no proposed shared use cycleway and footway on Belmont Road. There are short sections of shared use footways on Long Furlong and Anderson Avenue and a longer section running from the junction of Belmont Road and Kingsway to Dunchurch Road.</p> <p>g) See comment above in 2(b).</p>

	<ul style="list-style-type: none"> g) The design of the shared cycleway and footway is flawed. h) Criticism of lack of a roundabout at the Long Furlong/Anderson Avenue junction and provision instead of a T-junction. i) Criticism of how cyclists will transition from the shared footway/cycleway onto the carriageway in Anderson Avenue and Long Furlong. j) Query over the width of the proposed shared use footway. Will it be wide enough? k) WCC has provided no reasons for converting pavements into shared use footways and cycleways. 	<ul style="list-style-type: none"> h) This is outside the scope of this report but in any event the proposals reflect those previously approved at the planning stage. i) Cyclists will transition from the shared use footway/cycleway onto the carriageway and vice versa via dropped kerbs at the start/end of the designated shared use sections of footway. These transition points will be located within the 20mph zone where traffic will be calmed to reduce speeds and where waiting restrictions will prevent the build up of parked vehicles which might affect visibility and access. Separate uncontrolled crossing points will be provided for pedestrians. j) See comment 2(b) above. k) Sustainable Transport Note 03 05 17 contained within the planning application documents refers to additional cycling trips being generated as a result of the school development. The promotion of cycling and walking as preferred forms of sustainable transport options is a central aspiration of WCC's existing Local Transport Plan. By taking cyclists off the carriageway, safety and user confidence are expected to be improved. Segregated cycleways are not practicable because of space constraints.
4	<ul style="list-style-type: none"> a) Criticism of layout of pedestrian refuge in Overslade Lane. b) Concern over the design of the shared use footways/cycleways which may not be wide enough for pedestrian and cyclist use. 	<ul style="list-style-type: none"> a) Out of scope of report b) See comment 2(b) above.

	<p>c) Cycle safety audit – WCC has not adhered to recommendations</p> <p>d) Criticism of length of double yellow lines along frontages in Anderson Avenue.</p> <p>e) Lack of consultation.</p>	<p>c) WCC has noted the recommendations of the NMUA which considers cyclists. The NMUA and the designer’s response to it are included as Appendix C. The consulted upon proposals considered the NMUA recommendations and the response to them. Also refer to Objection 3(e) and the response above.</p> <p>d) Double yellow lines will not be implemented across the front elevation of any residential property adjoining Anderson Avenue. The waiting restrictions will be limited to a small area around the junction into the new school access road. This is in line with other junction protection measures in place at various junctions within the county to improve visibility.</p> <p>e) Residents were consulted during the advertisement of the traffic regulation orders as per the statutory procedure. Prior to this all planning application documents have been in the public domain.</p>
<p>5</p>	<p>a) New crossing on Dunchurch Road is abysmal. b) What logic is behind shared use footways? c) The cycleway designs get students to the most dangerous part of the road where they are expect to rejoin.</p> <p>d) Cyclists should not be expected to stay safe by using a footway which is too small to be shared use.</p>	<p>a) Out of scope of this report. b) See comment 3(k) above. c) Cyclists will rejoin the carriageway via dropped kerbs which will allow them to re-enter the road in a 20mph zone self-enforced through the provision of road humps and raised tables, where visibility will be improved through the prevention of parking by new waiting restrictions. d) See comment 2(b) above.</p>
<p>6</p>	<p>a) Raised tables and road humps are a waste of money because speeds are already low.</p>	<p>a) The 20mph zone requires traffic calming measures so that it is, in effect, self-enforcing. The introduction</p>

	<p>b) Criticism of crossing across Dunchurch Rd by Overslade Lane.</p>	<p>of a 20mph zone and associated vertical traffic calming measures will further enhance the safety of road users and especially vulnerable road users in the vicinity.</p> <p>b) Out of scope of this report.</p>
7	<p>a) Which is the school in question?</p> <p>b) House number 71 Anderson Avenue doesn't exist.</p> <p>c) The introduction of the raised table and road humps are unnecessary as traffic speeds will be low anyway.</p> <p>d) The proposed lengths of cycleways are no use at all because pupils will have to travel on unprotected roads until these cycleways are reached.</p> <p>e) The proposed 20mph zone does not extend far enough into Long Furlong.</p> <p>f) What parking facilities will be available for residents affected by the new no waiting restrictions and where will parents dropping off pupils park?</p> <p>g) Criticism of Dunchurch Rd/Overslade Lane junction.</p>	<p>a) Rugby Free Secondary Schools development.</p> <p>b) Acknowledged. This should have been 71 Long Furlong.</p> <p>c) See comment 6(a) above.</p> <p>d) It is acknowledged that it is not possible to provide shared use cycleways and footways for the entire length of the approaches to the new schools. However, the proposed measures will improve on the existing conditions for this route to the new school.</p> <p>e) There are no plans to extend the 20mph zone at the present time but, as with all WCC road schemes, the proposed measures will be kept under review.</p> <p>f) Waiting restrictions in the form of double yellow lines or limited waiting single yellow line will be limited to the immediate area around the new junction with the access road. Residents should not be affected by the new waiting restrictions which are designed to improve visibility around this junction. It is understood that school staff will operate a drop and go system in the new site access road.</p> <p>g) Out of scope of report.</p>

8	Strongly object to the cycleway. It has safety problems and we believe that the pavement is not wide enough.	See comment 2(b) above.
9	Will the design for the Kingsway/Dunchurch Rd traffic light junction include a right turn filter light?	There is currently no intention to introduce a separate right turn phase in the proposed signalling arrangements. However, the junction will be kept under review and a right turn phase may be provided if necessary.
10	<p>a) The proposed traffic changes will not solve anything given the traffic influx you're about to receive.</p> <p>b) Anderson Avenue needs to be made a one way street.</p>	<p>a) The proposals will have real impacts. It will promote WCC's sustainable transport approach by encouraging cycling and walking through the provision of shared use cycleways/footways and pedestrian and cyclist crossings. They also address the issue of increased traffic and aim to lower speeds through the introduction of a 20mph zone with vertical traffic calming measures and address parking issues at the proposed new junction through new waiting restrictions.</p> <p>b) Out of scope of the report.</p>
11	<p>a) Concern over where residents will park on-street when the new waiting restrictions are in place on Anderson Avenue.</p> <p>b) The limited waiting restrictions will not address the events that take place outside of school drop off and collection times.</p>	<p>a) A short section of no waiting at any time will be introduced around the junction of Anderson Avenue/Long Furlong and the proposed new access road. The waiting restrictions should not affect the ability of any residents to park on street.</p> <p>b) The vast majority of potential parking problems during the year will be at standard school drop off times, before 9am and around 3pm. The proposed limited waiting restrictions address these potential issues. It is anticipated that less frequent 'out of hours' school events are less likely to cause significant parking problems.</p>

	c) Will there be parking for staff and visitors and turning provision for vehicles in the proposed new access road to the new school?	c) Within the scheme design there is provision for turning for vehicles within the new school site and for staff and visitors parking.
12	Object to double yellow lines as this will impact on my ability to park on-street.	The waiting restrictions are necessary to protect visibility and access at the junction into the new school. The waiting restrictions should not affect the ability of any residents to park on street.
13	Concerned about the proposed waiting restrictions which will push parking further into Long Furlong and cause a problem for access to my property.	The proposed waiting restrictions are limited to the area close to the junction to protect access and visibility. It is recognised that there needs to be some compromise between residents' access and parents' need to collect and drop off children. Residents concerned with access to driveways may wish to apply for access protection markings across their frontages.
14	<p>a) Is there any budget for enforcement of parking violations?</p> <p>b) Is there any budget for speed cameras?</p> <p>c) Will there be signage to indicate the parking restrictions?</p> <p>d) Could the proposed 20mph zone be extended to include all of Long Furlong and Charlesfield Rd?</p> <p>e) Could speed cushions be implemented further along Long Furlong and Charlesfield Rd?</p>	<p>a) The proposed waiting restrictions will be patrolled by our civil enforcement officers as part of our civil parking enforcement programme</p> <p>b) There are no plans to introduce speed cameras at the present time.</p> <p>c) Waiting restriction signage is part of the design.</p> <p>d) There are no plans to extend the 20mph zone at the present time but, as with all WCC road schemes, the proposed measures will be kept under review, including the collision history of the site.</p> <p>e) There are no plans to extend the area in which traffic calming measures are proposed at the present time but, as with all WCC road schemes, the proposed measures will be kept under review, including the collision history of the road.</p>

2.4 Recurring objections summary

- The shared use cycleway/footway is not wide enough for this usage
 - The shared use cycleway/footways will generally be 3.0m wide with the exception of localised pinch points where features such as trees or lighting columns may reduce the width. 3.0m is the preferred minimum width recommended by Local Transport Note 1/12, with a small buffer added where (as here) the cycleway/footway is bounded by a kerb. However, LTN 1/12 recognises that the width may be less than the preferred width according to the circumstances and that there may be pinch points along a route where the minimum dimensions cannot be met. Having regard to the road environment and the particular characteristics of the likely use, including the fact that pedestrians and cyclists are likely to be moving slowly and in the same direction at peak times, that usage will be very light at other times, that the ground is level, and that vehicular traffic will be at low speed, the proposed widths are considered to be acceptable and did not give rise to concerns in the Safety Audit or the NMUA.
- Criticism of proposed double yellow lines on Anderson Avenue and Long Furlong affecting on-street parking for residents
 - The proposed waiting restrictions on Anderson Avenue and Long Furlong are designed to protect visibility and access around the new access road and Anderson Avenue junction. Residents' main frontages and parking will not be affected by the waiting restrictions.
- How will cyclists transition safely from the cycleway onto the carriageway?
 - Cyclists will transition via dropped kerb arrangements into a 20mph zone where traffic is calmed by road humps and raised tables and waiting restrictions will aid visibility.
- Traffic calming measures are unnecessary because speeds are already low
 - The vertical traffic calming measures will help to ensure that speeds remain low at all times in the vicinity of the new school access. The 20mph zone will become, in effect, self-enforcing.
- The 20mph zone and traffic calming measures should be extended
 - There are no plans to do this at the present time and the proposals reflect the plans approved at the planning stage. WCC routinely reviews road layouts and assesses collision history and will take these into account if future conditions require further safety measures.

3. Recommendation

It is recommended that the proposals are approved by the Portfolio Holder as advertised and consulted upon.

4. Financial Implications

4.1. All work will be carried out within the existing 2019/20 budget allocations and is developer funded.

5. Timescales associated with the decision and next steps

5.1. Portfolio meeting 13th September 2019. Implementation within 2019/20 financial year.

6. Background Papers

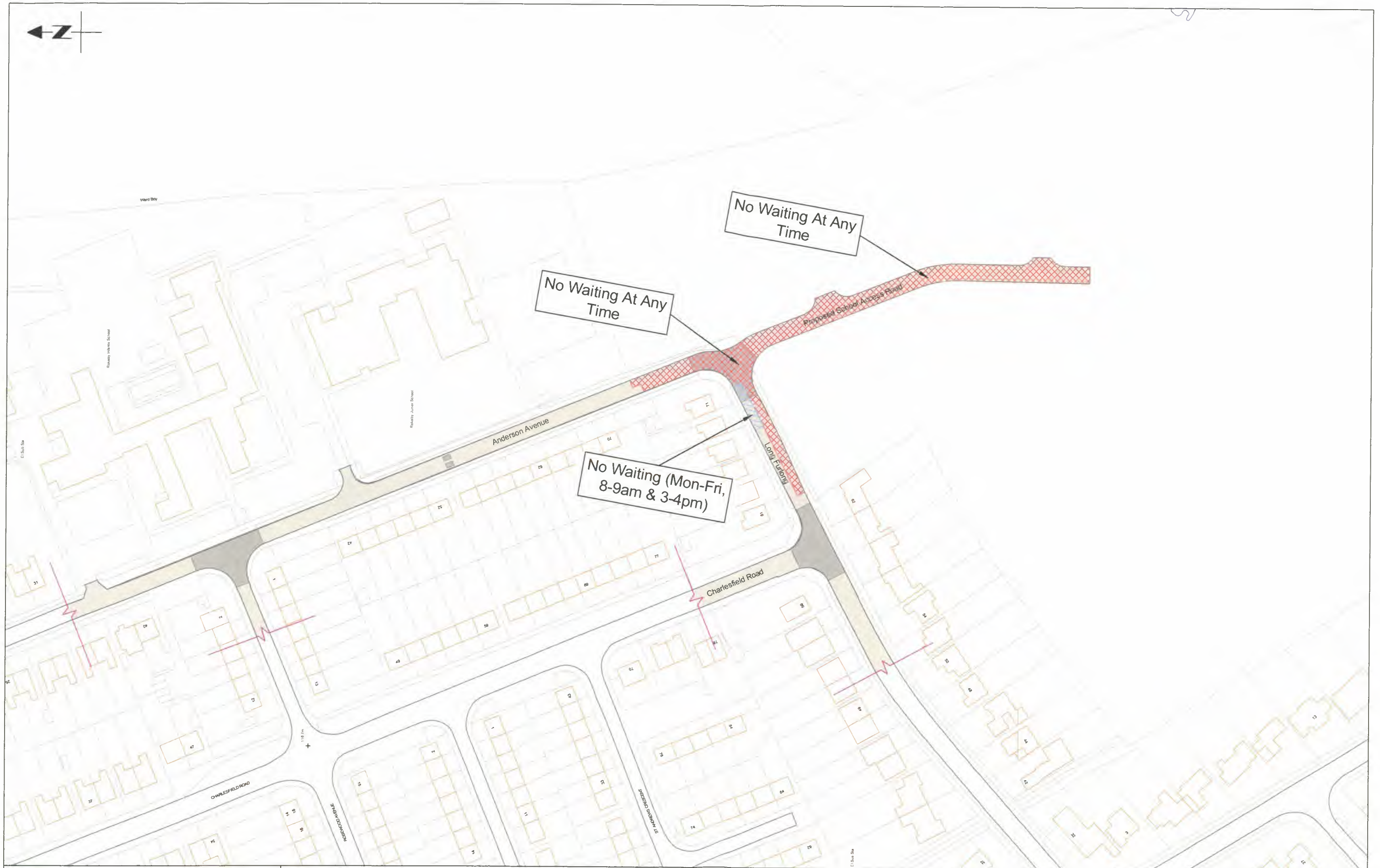
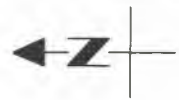
None

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Portfolio holder	Jeff Clarke	cllrclarke@warwickshire.gov.uk

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

Local member: Councillor Kaur

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



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NOTES

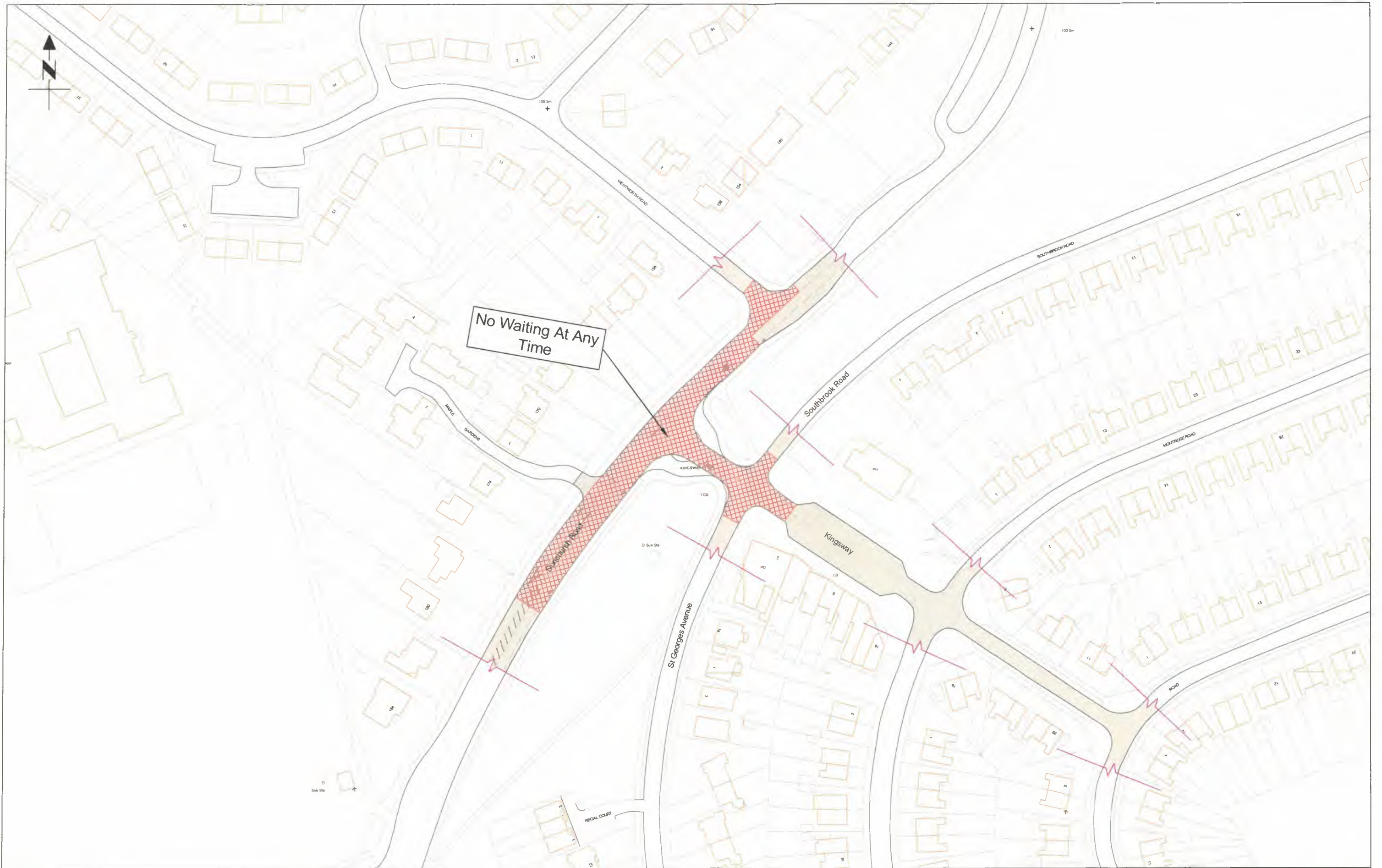
PROPOSED

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REV	DATE	BY	CHK	AMENDMENT
1	06/03/19	PM	JR	Checked & initialled for issue
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Drawing title	Rugby Rokeby School Proposed Waiting Restrictions (Revised Road Layout)
Project title	
D3420 Rokeby School	

Drawn by	Checked by
PM	JR
Date	
4 March 2019	
Scale	
1:1250 @ A3_L	
Drawing number	
TR/10971-01	



No Waiting At Any Time



Warwickshire County Council
TRANSPORT AND ECONOMY

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PROPOSED

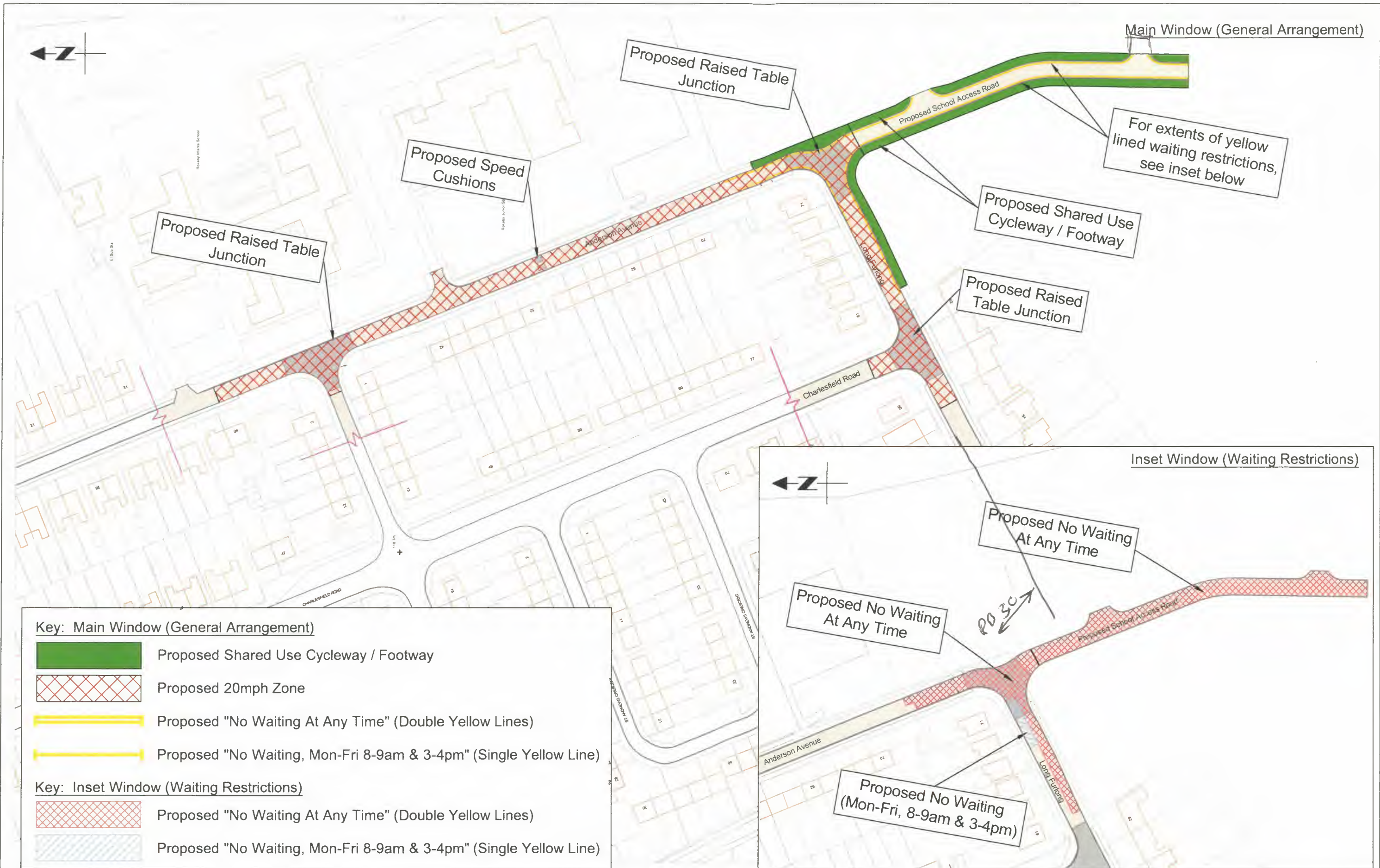
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Drawing title
**Rugby
 Dunchurch Road / Kingsway
 Proposed Waiting Restrictions
 (Revised Road Layout)**

Project title
D3420 Rokeby School

Drawn by PM	Checked by JR
Date 19 March 2019	
Scale 1:1250 @ A3_L	
Drawing number TR/10971-02	



Key: Main Window (General Arrangement)

- Proposed Shared Use Cycleway / Footway
- Proposed 20mph Zone
- Proposed "No Waiting At Any Time" (Double Yellow Lines)
- Proposed "No Waiting, Mon-Fri 8-9am & 3-4pm" (Single Yellow Line)

Key: Inset Window (Waiting Restrictions)

- Proposed "No Waiting At Any Time" (Double Yellow Lines)
- Proposed "No Waiting, Mon-Fri 8-9am & 3-4pm" (Single Yellow Line)

REV	DATE	BY	CHK	AMENDMENT
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NOTES
 CONSULTATION
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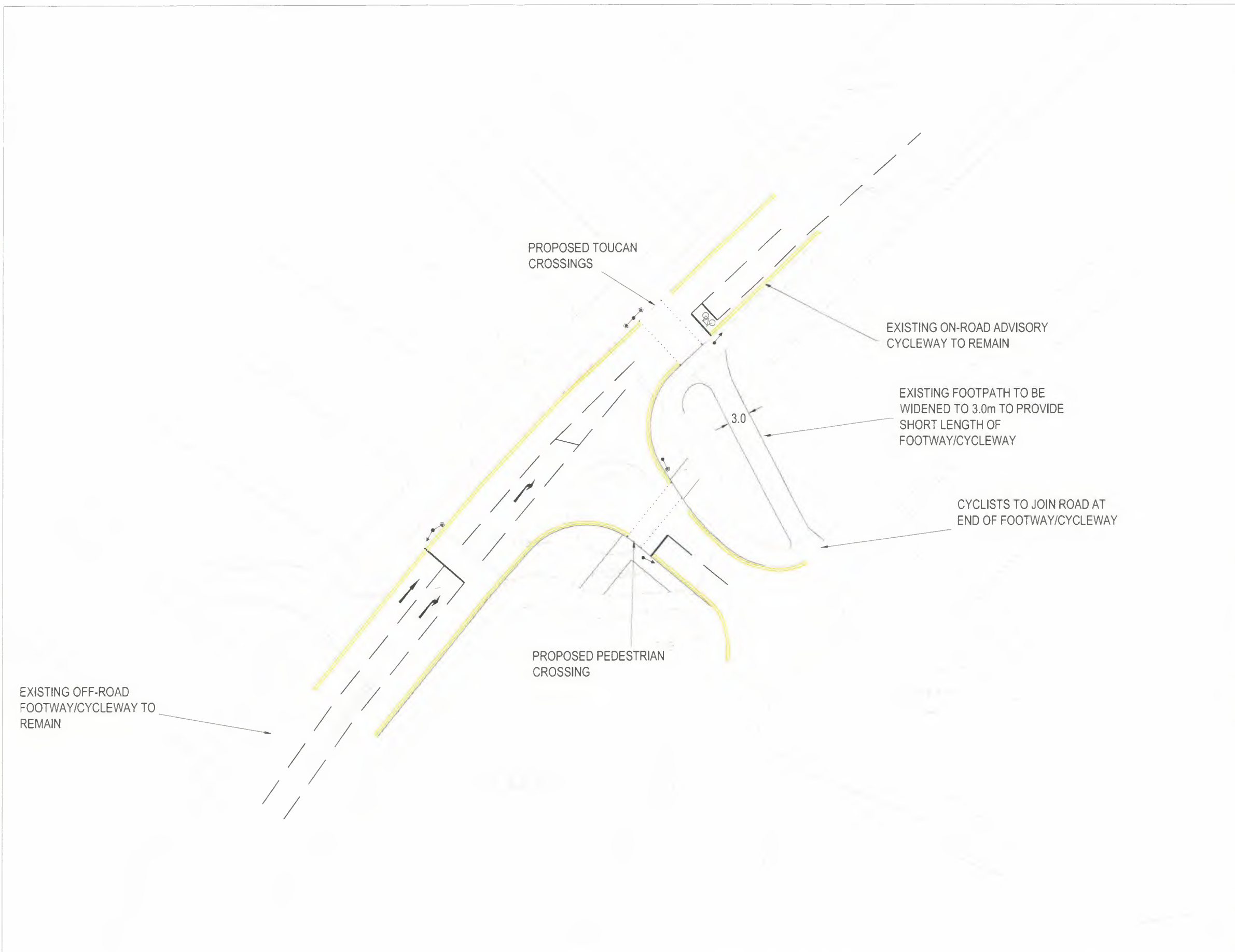
Drawing title
Proposed Waiting Restrictions
Dunchurch Road / Kingsway
Rugby
 Project title
D3420 Rokeby School

Drawn by	Checked by
PM	JR
Date	
19 March 2019	
Scale	
1:1250 @ A3_L	
Drawing number	
TR/10971-04	

1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

KEY

 PROPOSED DOUBLE YELLOW LINE PARKING RESTRICTIONS



A	AMENDMENTS TO FOOTWAY/CYCLEWAY PROVISION AND DOUBLE YELLOW LINES ADDED THROUGH JUNCTION	08.06.17	JC	JP
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REV	DESCRIPTION	DATE	BY	AUTH
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PTB Transport Planning Ltd
 Radclyffe House
 66/68 Hagley Road
 Edgbaston
 Birmingham
 West Midlands
 B16 8PF
 T/F : 0121 454 5530

CLIENT
EFA

PROJECT
ROKEBY SCHOOLS

TITLE
**KINGSWAY/DUNCHURCH ROAD
PROPOSED MITIGATION SCHEME**

DRAWN JC	AUTHORISED JP	SCALE 1:500@A3	DATE 25.05.17
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PROJECT NO. T16514	DRAWING NO. 008	REV A
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PMC WCC <pmc@warwickshire.gov.uk>

Comments on Proposals relating to the New Cycleway at the 'top' of Long Furlong

1 message

24 June 2019 at 18:19

To: pmc@warwickshire.gov.uk

Rugby Free Secondary School – Rokeby Playing Field

Whilst I appreciate that comments to your goodself should have been with you by 21st June, I would respectfully ask that you take the comments I am making, and the question I am asking below into consideration.

I am a [REDACTED] and was vocal in my objections to the siting of a large secondary school on Rokeby Playing Field. I spoke at three Regulatory Committee Meetings and have many thousands of words on file detailing my objections to the siting of this school on safety grounds.

One of my major concerns was and still is, the one-and-only entrance to the school on a blind 90-degree bend. This access point simply will not cope with the hundreds of vehicles, pedestrians and cyclists that will be forced to use it twice daily. It is an accident waiting to happen.

Children are being encouraged to walk and to cycle to school and it would appear that a shared cycleway and footpath is to be installed from the school access road at the top of Long Furlong as far as the junction with Charlesfield Road.

I have one very important question for you. **Once a young cyclist leaves the school using this new cycleway/footpath, where does he/she go next?**

I would be very interested to hear your answer to this, and it is a question that must be answered and I really need to be clear about this.

I would invite you to come along to meet me on Long Furlong and explain to me and demonstrate to me how young cyclists will exit this new cycleway, and also importantly, how they will negotiate the surrounding residential roads – Long Furlong, Charlesfield Road and Anderson Avenue.

In addition, I would also like to put on record AGAIN, and I have done this many times, that the failure of Warwickshire County Council to recognise that the Orson Leys/Dunchurch Road junction will be a death-trap, and has refused to make additional safety provisions here, simply beggars belief.

I look forward to your response.

[REDACTED]

[REDACTED]

[Redacted]

[Redacted]

[Redacted]

[Redacted]



Warwickshire
County Council

2

PMC WCC <pmc@warwickshire.gov.uk>

Changes to areas of Rokeby and Hillside

1 message

23 June 2019 at 22:16

to: pmc@warwickshire.gov.uk

To: Phil Mitton, Warwickshire County Council

Dear Mr Mitton,

I am writing to give my feedback on the proposed changes that I believe are planned for the area of Rokeby and Hillside:

- The proposal to change the main junction with the Dunchurch Road at the Kingsway to a traffic light controlled junction is welcomed and is urgently needed. With the amount of traffic that builds up at school times at that junction currently, many people are seen to quickly pull out when the gap is insufficient and I am sure without lights there to control the traffic flow it is only a matter of time before there is a road traffic collision at that junction. I have observed 'near misses' many times, likely caused by people who feel under pressure to get the queue moving as it can stretch for a considerable distance for those trying to join the Dunchurch Road in the direction of the Town Centre. I would urge this to be factored in as soon as possible. It would be wise to do similar for the Orson Leys/Dunchurch Road Junction for the same reason (A junction I now try to avoid)
- The yellow lines and traffic calming that are proposed I also welcome as the speed of some of the cars especially at school time pose a significant risk to both the school children and local residents – many of whom are elderly. I would suggest that these are done quickly to as parking is becoming ridiculous at school times and given the size of the roads are not adequate for the traffic that is using them i.e. buses/trucks etc then I would question how an emergency service vehicle could reach my house in emergency should it be required?
- The trucks currently queue down Long Furlong prior to the school work site opening and this causes conflict with the drivers and residents going to work and then further conflict ensues at school time when the trucks and hundreds of cars are all vying for the space in the narrow road. A sign at the far end of Long Furlong telling work vehicles to respect the local residents and drive slowly is really a poor control and other more effective controls should have been considered I suggest. These work vehicles (many extremely large lorries and transporters) using long Furlong and queuing down the road have caused damage to many of the dropped kerbs to properties as they queue up or turn and I would hope that Warwickshire County Council will also make good each of these?
- I also believe that there are proposals to have shared cycle paths and footpaths at the Kingsway and also at the end of Long Furlong? Whilst I understand it would be great for the pupils to have dedicated cycle paths, a shared path for a short distance will at best be a sticking plaster and will only encourage pupils to ride on all the pavements in the local area causing great risk to the local residents (As I said earlier, many are elderly). I'm sure signage would be put up – but this is a very weak control given it relies on people to do as they are told. It doesn't appear much work has been done on evaluation of risk and to put a shared path for a short distance seems like a poor reaction to a problem perhaps 'because something needs to be done'. [REDACTED] and we take the interface between people and moving vehicles very seriously (its actually our highest risk at Rail stations), I don't believe the width of those pavements is sufficient for them to become shared with bicycles due to pedestrian collision risk and at worst could encourage the elderly to walk in the edge of the road to avoid cycles putting them at even greater risk? I also believe a cycle safety audit was completed which did not call for shared pavement use?

07/08/2019

Warwickshire County Council Mail - Changes to areas of Rokeby and Hillside

Regards

[Redacted]

[Redacted]

Rugby

[Redacted]



Scanned by McAfee and confirmed virus-free.

“Rokeby School” Traffic Orders

Introduction

The first point to make is that the naming of the traffic orders demonstrates how the Portfolio Holder has failed to ensure his staff understand the locales in which they operate. Rokeby School has operated since the 1950s. The demand it places on the local road network has not changed. The extra traffic in Rokeby is generated by Rugby Free Secondary School (RFSS). This is not only a point about nomenclature. Failure to identify the school in question also leads to a failure to properly plan to serve it as I demonstrate below.

I now turn to the proposed joint cycle track and footway running from Dunchurch Road to Belmont Road and Anderson Avenue and to the proposed joint cycle track and footway running along the top of Long Furlong.

I note that the Portfolio Holder has failed to ensure that reasons for these measures, if indeed there were any, were published with the traffic orders.

When we consider the actions of the Portfolio Holder we know he is not interested in the safety of Rugby’s cyclists because he has:

- (a) Supressed the publication of the county council’s *Rugby Sustainable Transport Strategy* which was available in draft over two years ago, in May 2017, but which has since been consigned to gather dust in one of the county council’s filing cabinets;
- (b) Authorised the Overslade Lane pedestrian crossing to be constructed *not* North of Overslade Lane, as recommended by the Head of Physical Assets, but South of Overslade Lane where it causes motorists to swerve into the cycle lane running along this part of the A426; and
- (c) Failed to take the opportunity presented by planning application RBC/16CC016 to secure funding from national government to support a safe route from the North of Rugby, where RFSS’s pupils come from, to the school itself (located in the South of Rugby).

In November 2016 when the Head of Physical Assets presented planning application RBC/16CC016 the evidence he supplied in support of his application stated:

“Within the immediate vicinity of the site the residential roads are quietly trafficked and speeds are generally slow making it **ideal for cyclists**”. [my emphasis]

Within the Portfolio Holder’s area the planning application was assessed by John Glendinning and his conclusions were passed to the planning department on 7 July 2017. Whilst Mr Glendinning identified that the measures the Head of Physical Assets was proposing to support pupil safety whilst crossing the A426 were inadequate Mr Glendinning did not challenge Mr Smith’s assessment that the residential roads around the school site were idyllic for cyclists. It is therefore reasonable to assume that both the county council’s schools department and the county council’s highways department are of the view that the optimum conditions for cycling already exist in the residential roads around the school site.

The hazard posed by the Mr Smith’s proposals to site the entrance to two schools at a blind bend were noted by local resident [REDACTED]. Residents noted that the stage one road safety audit had recommended a roundabout entrance but this was ignored by the Head of Physical Assets, Mr Glendinning and ultimately by the county

council's own planning department. It should be noted that the road safety audit did not recommend mixing pedestrians and cyclists in the residential area.

However despite the indifference of the Head of Physical Assets, Mr Glendinning and the county council's planning department the Regulatory Committee were convinced that Mr Smith had failed to do enough to demonstrate the safety of pedestrians and cyclists using the school and conditioned the planning application with a requirement to produce a non-motorised users (NMU) audit of the school proposals.

The Head of Physical Assets provided a NMU audit with his reserved matters application for the school buildings in March 2018. This recommended that uncontrolled pedestrian crossings be established in Long Furlong and that within the school site cyclists and pedestrians should be **segregated**. The NMU audit did not call for any of the pavements in the residential area to be turned into dual cyclist/pedestrian use indeed the NMU emphasised the value of segregation.

I note that the county council has failed to act on the NMU audit by bringing forward proposals for uncontrolled pedestrian crossings in Long Furlong and that the Head of Physical Assets failed to respond to the NMU by altering his design for the site to segregate cyclists and pedestrians.

The NMU audit was not the only evidence available to the county council's planning department. It also received a report from Vectios which highlighted many flaws in the Head of Physical Assets' design and amongst other recommendations proposed an alternative entrance to the RFSS for cyclists and pedestrians making use of the RB30. This report too did not recommend that pavements in the residential area be converted into dual use cycle paths and footways. The Head of Physical Assets treated this report in a similar fashion to the NMU audit and failed to implement any of the design recommendations made.

Flaws in the specific proposals

Belmont Road shared footpath and cyclepath

This is the proposal which suffers from the Portfolio Holder's failure to ensure that his staff understand the locales in which they operate. If it were indeed Rokeby School which was generating the additional traffic there would be some sense in the provision of a cycle facility along Belmont Road – albeit that the proposed design [see below] is deeply flawed.

However Rokeby School is a primary school. I am not aware of any pupils independently cycling to this school. For RFSS pupils to travel from the A426 to their school along this route would take them away from the safest route to school and then dumping them at the foot of Anderson Avenue where no provision is made for cyclists. The best route from the A426 to RFSS was identified by the Head of Physical Assets in his application for outline planning permission and is the RB30. Sending cyclists along Belmont Road is an inappropriate diversion from the safest route.

Furthermore the design of the shared footpath and cycleway is flawed. *Local Transport Note 2/08* recommends 3.0 metres for a two way cycleway with an additional 0.25m for each side the cycleway which is bounded by a vertical barrier of up to 1.2m. A footpath should have a minimum width of 1.5 metres. These dimensions are not available in Belmont Road without significantly reducing the width of the carriageway for motorised vehicles. For example outside numbers 7 and 9 Belmont Road the available width of the pavement is just 1.8m.

Long Furlong shared footpath and cyclepath

The Head of Physical Assets has rejected the advice of all the highways engineers who have looked at this problem and instead of having a roundabout with a separate entrance for pedestrians and cyclists he is providing a T junction on a blind bend with a shared footpath and cycleway on the site.

Vectios highlighted that "No details have been provided illustrating how cyclists are to transition between the footways and road carriageway. Should no provision be made, drivers will not be aware of cyclists joining the road carriageway, increasing the likelihood of cyclist / driver, and pedestrian conflicts occurring". The proposal to provide a cycleway within the pavement at the top end of Long Furlong is likely to exacerbate the problems with Mr Smith's design – instead of a single "unsignposted" transition point around the entrance to the site the creation of a cycleway along the footpath is likely to lead to multiple points of transition as lawful cyclists jump their bike onto and off Long Furlong and criminal cyclists continue on the footpath beyond the cycleway's southern boundary and doubtless join the road at further random points along Long Furlong thereby generating hazards to lawful pedestrians and motorists.

Again it is not clear that the combined cycle and footway will be wide enough. Currently it is some 1.6 metres wide in the location selected for the shared used surface. The contractors have promised residents that the fence they demolished at the start of their work will be replaced by another barrier. The presence of a physical barrier will require a buffer of at least 0.25m. The two way cycleway requires 3.0 metres. Furthermore *Local Transport Note 2/08* states that "The minimum widths given in this section relate to what is physically required for the convenient passage of a small number of users. They do not take into account the need for increased width to accommodate larger user flows. Wherever it is possible, widths larger than the minimum should be used. Practitioners should not regard minimum widths as design targets". At school start and finish times the number of pedestrians making use of the sole point of entry to a large secondary school and a smaller special needs school will undoubtedly exceed "a small number of users". Whilst there is the space to create a large combined footway and cyclepath in this location there is no suggestion in the documents provided by the county council that this is indeed their intention.

Conclusion

It is the view of the county council's schools department and highways team that the existing conditions for cycling in the residential roads around RFSS are ideal.

The highways engineers who have studied access to the RFSS school site have made many recommendations for improvement but none of them have suggested that pavements need to be converted into joint use footpaths and cyclepaths.

The county council has advanced no reasons for converting pavements into joint use footpaths and cyclepaths.

A cyclepath up Belmont Road is likely to [best case] not be used by RFSS pupils or [worst case] divert them from the safer RB30 route to school.

Without narrowing the Belmont Road carriageway there is not the space to meet Local Transport Note 2/08's width standards.

A cyclepath alongside Long Furlong is likely to exacerbate the current design flaw of the failure to provide an appropriate transition point from road to cyclepath/footway at the entrance to the school site.

The county council's proposal maps do not suggest that they intend to meet *Local Transport Note 2/08* width standards either in Belmont Road or Long Furlong.

The county council have *neither* made a case for converting pavements to shared use spaces *nor* have they demonstrated that their particular proposal meets national standards for such spaces.



4

PMC WCC <pmc@warwickshire.gov.uk>

Road changes associated with Rugby Free Secondary School

1 message

21 June 2019 at 15:47

To: pmc@warwickshire.gov.uk

Dear Mr Mitton,

I'm writing to you with regards to the changes to road layout to do with Rugby Free Secondary School. As expected, these are going against the promises made to residents, primary school pupils and staff, and RFSS pupils and staff in terms of all children getting to and from school safely. I shall try and list the main points.

I'll start with the mess that has already been made with no thought as to logic or road users' safety. A pedestrian island has appeared on the south side of Overlade Lane, which renders the cycle lane at best useless, and at worst dangerous. The Island comes far across into the traffic lane that even I, in my family sized car, have to swerve into the cycle lane, never mind bigger vehicles. I can only imagine that the road markings will not be repainted, effectively making a break in the cycle lane with no junctions for cyclists to move off the road. I'd like confirmed how this decision was come to, and particularly that the TRO has been updated with the changes.

Onto the plans for making pavements in the Rokeby area dual use, putting cyclists on a narrow space with pedestrians. Kingsway is in no way it is wide enough to accommodate a cycle lane as well as a walking lane; cyclists will have to break the law by cycling on the pavement, which is a dreadful message to give to teenagers, who should be encouraged to ride safely and legally. The suggestions for the top of Long Furlong are completely impossible, which, if the car and pedestrian traffic during school drop off and pick up times had been observed would be apparent. It is a narrow pavement, with no scope to widen. It is incredibly crowded with parents and children from the age of four - to try and put teenagers on bikes on that pavement is downright dangerous. I don't know if you've ever watched teenagers on bicycles, but they are NOT safe and observant road users.

Part of the planning permission for RFSS (and the Quest Academy) was to perform a cycle safety audit; this has obviously not been adhered to. There are so many options for making cycling to and from school safe for RFSS students. Making use of the various Leys and other quiet back roads into the back of the school grounds is the obvious way of dealing with the problem, but not utilised.

With regards to car traffic along Anderson Avenue outside of Rokeby Primary: you plan to paint double yellow lines all the way along a strip of houses that have no driveways. This might stop parents parking there during busy school times (although there is no guarantee of this considering that parking on yellow lines is no longer a crime since the council privatised it's own parking scheme, and there are never any police officers or PCSOs to be seen to enforce this), but it prevents residents parking outside their own houses; on an estate where there is no extra parking. This is ludicrous. The one thing I can't fault you on is the 'sleeping policeman' outside #64 (although more than one would help) and raised junctions. The reduced speed limit is negated by the fact that traffic is so congested around the area that even reaching 20mph can't happen during busy times.

This whole idea is so poorly thought out - which was brought up at the very beginning of the planning of the high school and not listened to. Now you are trying to make the best of a bad situation and not even really managing that. Speaking and listening to residents and school staff could have solved so many issues, but the decisions are being made by 'experts', who don't see the state of the estate on a daily basis.

I would particularly like to know why residents haven't been consulted about any of this, even for their evidence of how bad car and bike traffic is, of which there is a massive amount. I am a resident, so I know that this hasn't been done. If you would like to come for a cup of tea at 2.30 one afternoon and see the mayhem, you would be most welcome.

I would appreciate confirmation of receipt of this email. I doubt that you will have time in the near future to answer my queries, but I would like to know that they have been taken to the county council. I would also like confirmation that the TRO have been brought up to date and approved of the break in the Dunchurch Road cycle path.

Thanks you for your time,

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S

PMC WCC <pmc@warwickshire.gov.uk>

Re: Traffic orders associated with the building of RFSS

1 message

21 June 2019 at 13:53

To: pmc@warwickshire.gov.uk

Additionally the new crossing on Dunchurch road is abysmal.. Has there been a consultation about updating the TRO to remove the cycle path there?

I'd also appreciate at least a confirmation that you have received these emails.

On Tue, 4 Jun 2019 at 11:19,

<https://wccroadsafetyengineering.wordpress.com/2019/05/29/the-warwickshire-county-council-borough-of-rugby-civil-enforcement-area-waiting-restrictions-on-street-parking-places-and-residents-parking-variation-f-consolidation-order-2019-and/>

Can I ask what the logic is behind the shared use footways?

They are just about getting students to the most dangerous part of the road (i.e. as motorists get up to speed from a junction and look at their speed) before expecting them to join the road, ceding priority to vehicles approaching at speed from behind them.

I can think of more dangerous designs, but it's actually quite hard to do so.

Of course I expect you are likely to say that students will continue on the pavement (as the council did when I asked why the new footpath along the road to Dunchurch wasn't being built as a shared use footway) but that is completely missing the point. You can't designate that as shared use because it's in no way wide enough, nor would it be safe to have secondary school students on their bikes on the footway past the primary school gates. You shouldn't be relying on students to break the law in order to stay safe.

What you actually need to do is designate a sensible cycle route - that might use Charlesfield road to get to the cycle paths at the south end of the estate, and the various Leys to get to the cycle paths at the north of the estate. They should be separate from the footpath, and should be physically protected, by 'orcas' at the very least, from the road.





6

PMC WCC <pmc@warwickshire.gov.uk>

Road changes around Rugby Free School. Comments by 21 June 2019.

1 message

[Redacted]

20 June 2019 at 13:42

To: pmc@warwickshire.gov.uk
[Redacted]

Dear Mr Phil Milton

I want to make two points:

1. Please don't saddle local residents with inconvenient raised road tables and sleeping policemen in Long Furlong, Anderson Ave. and Rosewood Ave. It is not possible to travel very fast in this locality. To do this work is a waste of money.

2. Why has WCC gone ahead and built a pedestrian crossing across Dunchurch Road south of the junction with Overslade Lane? This is a crossing to nowhere. This was pointed out by residents at the planning stage but arrogantly you have still gone ahead wasting our money. You have also removed the refuge on the desire line between the Long Furlong/Dunchurch Road bridle way and the path beside Harris School. I used this crossing quite a lot and now it's gone. Really annoying. No, you do not always know best, do you?

[Redacted]

Rugby

Sent from my iPad

[REDACTED]

[REDACTED]



7

PMC WCC <pmc@warwickshire.gov.uk>

Long Furlong road management, and Dunchurch road comments.

1 message

20 June 2019 at 12:02

To: pmc@warwickshire.gov.uk

Hello Phil.

I have been viewing the documents regarding the road management at the junctions of Long Furlong, Charlesfield Road and Anderson Avenue and would like some clarification and give objection to some of the proposals.

- 1). Which is the school in question, Rugby Free school, Quest academy special school or Rokeby Junior School?
- 2) House number 71 Anderson Avenue is referred to. This doesn't exist. Are you referring to number 70 or 72? Evidently the area hasn't been visited or this would be clear.
- 3) The Installation of the proposed raised junctions and speed humps, are in my view, unnecessary as the area will be so congested that traffic will already be at a crawl.
- 4) The proposed length of the cycle lanes are of no use at all because pupils will still have to travel on unprotected roads until these cycle paths are reached.
- 5) The proposed 20 mph. speed limits at the Anderson Avenue / Long Furlong junctions do not extend far enough. The speed limit should extend the whole length of Long Furlong, at school times, to protect cyclists on the road from speeding vehicles, which, seen from my property, are a constant danger..
- 6) What parking facilities will be available for residents affected by the "No waiting at any time" proposals and where will parents, dropping off and collecting pupils park?

 In addition to the above I observed in despair the crossing construction progress at the Dunchurch road / Overslade lane junction. **Please tell me why the Traffic engineers' advice was ignored** so that we now have a controlled pedestrian crossing on the Dunchurch side only accessible for school pupils having to cross the uncontrolled Overslade Lane was this crossing monitored for use whilst temporary? I don't think so.

Pupils crossing Dunchurch road on the town side of the junction have to do so on an uncontrolled crossing in front of a bus stop, which when occupied, restricts the view towards Dunchurch. I consider these crossings highly dangerous to uses, and consider WCC actions controversial in the extreme.





PMC WCC <pmc@warwickshire.gov.uk>

Kingsway cycle path proposal

1 message

19 June 2019 at 17:35

[Redacted]
to: pmc@warwickshire.gov.uk

Dear Sir

[Redacted]
I would like to point out that there are numerous older residents that live in this area (that was for many years quiet and residential!)

The building of a large comprehensive school has not gone down well; whoever decided this should be questioned. We also learn that there is not one but two schools to be completed?? Clearly the impact that this will have on the area is enormous.

The proposed cycle way will only add another hindrance to my father coming out of his drive. Since the start of the Free School intake, we have been confronted with pupils doing "wheelies"down Kingsway on the road and believe that a cycle way will only add danger to this . We believe that the pavement is not wide enough at present. Since the school was opened more parents are parking cars on Kingsway at school opening and closing times. This will increase as more and more years of students are enrolled. Consequently the danger to pedestrians will increase. At present there are trees lining the road - on the pavement . Only last year a couple of trees were felled - I believe that they were infected. However new ones have been planted which add to the look of the road. Will these trees remain? It appears that they may be in the way of the cycle way.

We strongly object to the cycle way

Yours faithfully
[Redacted]

[REDACTED]

[REDACTED]



9

PMC WCC <pmc@warwickshire.gov.uk>

Roadworks planned for Kingsway Junction in Rugby

1 message

19 June 2019 at 14:16

To: "pmc@warwickshire.gov.uk" <pmc@warwickshire.gov.uk>

Dear Mr. Mitton,

I am just writing in response to the news that the Kingsway Junction on the Rokeby Estate in Rugby is finally scheduled to be upgraded. I can't tell you how pleased I am to hear that the change that has been long overdue is set to begin.

I have seen the plans as outlined in the "Rokeby News" (a newsletter that came through my door and is published by [redacted] showing that the island will be removed and a T Junction with traffic lights is set to take its place. Can you tell me if those traffic lights will include a filter light for people wishing to turn right onto the estate if they are travelling northbound (from Sainsburys towards town). The biggest danger at the moment is that the turning lane narrows and it does mean that if you are waiting to turn onto the estate you can find yourself sandwiched between 2 lanes of fast moving traffic to either side. I have on more than one occasion found myself in this situation, which you can appreciate can be quite frightening.

I look forward to hearing from you.

Sincerely,

[redacted]

[REDACTED]

[REDACTED]

[REDACTED]



10

PMC WCC <pmc@warwickshire.gov.uk>

Anderson avenue proposed traffic changes

1 message

16 June 2019 at 11:57

To: "PMC@WARWICKSHIRE.GOV.UK" <PMC@warwickshire.gov.uk>

Hi phil,

Just seen a proposed copy of your traffic changes for the Anderson avenue area,

Not to be a pessimist but they're rather pointless as resident on the road I can tell you that these traffic measures will not solve anything with the influx of traffic you're about to receive.

Anderson avenue needs to be made a one way street.

This cheaper and more effective solution would stop the congestion that's inevitably coming due to someone's poor decision making to put a new school here.

Kindest regards

Sent from my iPhone

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[Redacted signature block]

28

[Redacted]

[Redacted]



PMC WCC <pmc@warwickshire.gov.uk>

Rokeby School

1 message

7 June 2019 at 12:51

To: pmc@warwickshire.gov.uk

Dear Mr Milton

As a resident of Anderson Avenue I would like to make one or two comments and ask questions relating to the road safety measures being considered as we prepare for the new school buildings opening.

Overall I think your plans are sensible and very much needed. The setting up of traffic lights at the Kingsway/Dunchurch Road junction is desperately needed - so thanks.

The use of yellow lines and restricted parking times is also wise but I do have some questions and concerns.

1. With full restricted parking at the upper end of Anderson Avenue what consideration has been given to the residents who currently park outside their own properties? Where are they going to park? Is there a danger they will be forced to park further down the road and therefore cause problems, bottlenecks and dangers beyond the point where the yellow lines end ?

2. Have you taken into consideration the problems often caused outside of the beginnings and endings of the school day? It is very common to see parents waiting (sometimes for a longtime) outside my house [redacted] when there are after school events or parents evenings. If you check the number of these I think you may be surprised, school activity goes on much beyond 8-9 and 3-4 during term times. Restricted parking hours do not account for this.

3 Is the access road into the school site allowing for buses/coaches to have a turning roundabout/turning point and does this enable parents to drive in to drop off or pick up their children? Having a suitable drive in and out system would alleviate a lot of the problems for local residents like myself who often find ourselves blocked in. You may wish to be aware that on occasions staff at the secondary school have parked outside our house and neighbouring properties all day rather than squeeze into their own school car park. I therefore hope and pray that suitable parking arrangements are being set in place allowing all staff /visitors to park on site thus avoiding the street parking that has plagued our lives since the Free School has been set up.

I don't want to sound like a NIMBY but I'm sure you can appreciate my concerns and the future safety of children and adults along Anderson Avenue and in the neighborhood .

Many thanks

[redacted]
Resident of Anderson Avenue.
[redacted]



[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]



12

PMC WCC <pmc@warwickshire.gov.uk>

Rokeby School

1 message

5 June 2019 at 14:37

[Redacted]
to: pmc@warwickshire.gov.uk

Dear Mr Mitton

Regarding the Highways work at Rokeby School, I am a Resident at [Redacted] and I just wanted to confirm that we will still be able to park on the road in front of our property?

It's difficult to see online but we object if you propose to have double yellow lines as we have to have somewhere to park when we work different shifts! The school already has a car park and proposed drop off point on the school grounds so there must be some compromise for the residents who are already suffering this huge build, even if it's permits??

Regards

[Redacted]

Sent from my iPhone





13

PMC WCC <pmc@warwickshire.gov.uk>

Rokeby School - Long Furlong No Waiting area

1 message

31 May 2019 at 21:42

To: "pmc@warwickshire.gov.uk" <pmc@warwickshire.gov.uk>

Hello Mr Mitton

I am the home owner living a [redacted] which as you may be aware is very close to the new school development.

I am looking at your plans for yellow lines and traffic calming measures 30th May on the council website.

I am concerned that we will not be able to get off our drive at busy school run pick up times.

I acknowledge that efforts have been made to alleviate traffic problems when pupils are dropped off, but am concerned when parents pickup at the end of the school day and sit waiting, your no waiting measures will just push the problem further down Long Furlong to out side our house.

As you are starting with a clean sheet of paper, surely more road or larger waiting area should be made available on the school site to allow parents enough parking while waiting for their pupils.

This even more important because of the limited number access roads to the new schools and access only from Dunchurch road via Kingsway and Long Furlong

Your comments on this would be appreciated

Many thanks

[redacted]

Rugby

[redacted]

10

[REDACTED]

[REDACTED]

[REDACTED]
[REDACTED]



14

PMC WCC <pmc@warwickshire.gov.uk>

Rokeby School

1 message

30 May 2019 at 12:40

To: "pmc@warwickshire.gov.uk" <pmc@warwickshire.gov.uk>

Dear Mr Mitton,

I am the homeowner of [REDACTED] and I am writing to you in regards to the proposed traffic calming measures to be implemented along my street. Whilst I have absolutely no issues with improved traffic management, I have a few questions I would like answered:

1. Is there any budget for school employees, traffic wardens or ANPR cameras to manage any parking violations?
2. Is there any budget for speed cameras?
3. Are there proposed locations for signage to inform drivers of the parking restrictions?
4. Could the 20mph limit be extended to include more of the estate, including the full length of Long Furlong and Charlesfield Road?
5. Could speed cushions be implemented further down Long Furlong and Charlesfield Road?

It may seem odd to receive requests for more work of this nature but I am very concerned about this, as I currently observe cars traveling at dangerous speeds down Long Furlong and a widespread disregard for residents when it comes to parking.

I welcome your feedback on these matters.

Best regards,

1

1
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[REDACTED]

[REDACTED]

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Rugby Free School - Stage 1 Non Motorised User (NMU) Audit

Prepared by



Distribution List

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2. File Copy

REPORT NUMBER 2018/PTB/675

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Appendix A: Drawings and documents provided

Appendix B: Plan of items raised by this audit

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Highway

1 INTRODUCTION

Report Produced For:	James Parker – PTB Transport Planning
Report Produced By:	Highways Associates
Scheme Description:	Provision of new school
Terms of Reference:	The terms of reference for this audit are as described in DMRB HD42/05
Audit Date:	12th February 2018
Drawings Examined:	Refer to Appendix A
Limit of Audit:	This scheme has been examined, and this report compiled, only with regard to non motorised users (NMUs) provision for the scheme. The audit team did not receive a brief describing any departures from standard. All of the issues described by the Auditor, require action in order to meet the scheme objectives for NMUs.
Site Visit Date	24th January 2018
Weather Conditions During Site Visit:	Overcast
Carriageway Conditions During Site Visit:	Wet
NMU Activity:	There are currently footways serving an existing school development. The existing and proposed school form the largest NMU trip generator within the immediate vicinity. Bus stops are located to the north of the site along Charlesfield Road.

2 REVIEW OF SCHEME OBJECTIVES

A context report was provided as part of the audit brief and the following scheme objective assumptions have therefore been made:-

- Safe NMU into and out of the site
- Safe NMU route along the nearby highway network within the vicinity of the development access
- Provide safe and direct crossing points
- Segregate where possible NMUs from motorised traffic through adequate footway provision

3 ISSUES RAISED BY THIS NMU AUDIT

3.1 ISSUE

LOCATION: Long Furlong / Anderson Avenue

SUMMARY: On-street parking could restrict visibility for crossing pedestrians

On-street parking particularly around school opening and closing times within the vicinity of the school could obstruct or restrict visibility for crossing pedestrians. This could increase the risk of crossing pedestrians failing to sufficiently appreciate approaching vehicles resulting in injudicious crossing leading to pedestrian to vehicular conflict.

RECOMMENDATION

Sufficient off-street parking within the development site should be provided to ensure additional on-street parking does not take place. Furthermore, parking surveys should be undertaken and parking restrictions provided if necessary to ensure suitable areas free of parked vehicles are provided where pedestrians may cross.

3.2 ISSUE

LOCATION: Long Furlong - Junction with site access

SUMMARY: Insufficient pedestrian crossing measures

Notwithstanding issue 3.1, it is noted that no dedicated pedestrian crossing measures are provided to enable pedestrians to cross to and from the development site access. As such visually impaired pedestrians and wheelchair users may experience problems identifying and using crossing points exacerbating issues outlined in issue 3.1 and encouraging crossing in unsafe locations.

RECOMMENDATION

Appropriate uncontrolled pedestrian crossing points should be provided close to the development site entrance.

3.3 ISSUE

LOCATION: Long Furlong - Junction with site access

SUMMARY: Cycle access and route

Whilst 3 metres wide footways have been provided into the site on both sides of the carriageway it is unclear whether these will be defined as shared or segregated use cycleways. Cyclists could therefore be encouraged to take the most direct route into and out of the site which may not necessarily be the most appropriate giving rise to additional risk of conflicts with other types of road users.

RECOMMENDATION

An appropriate cycle route should be defined within the site and suitable interfaces provided with the existing highway network. Any route within the site should preferably be segregated from vehicular traffic and due to the likely pedestrian flows during peak times also segregated from pedestrians if possible.

4 OBSERVATIONS

No comments at this stage

[REDACTED]

[REDACTED]

5 AUDIT TEAM STATEMENT

We certify that we have examined the scheme details with the specific purpose of identifying any issues that could improve conditions for NMUs together with recommendations for action to be taken.

AUDIT TEAM LEADER

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Signed: 

Date: 15/02/18

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Signed: 

Date: 15/02/18

APPENDIX A
DRAWINGS AND DOCUMENTS PROVIDED

DRAWING NUMBER OR REFERENCE	TITLE	DATE
-	NMU Context report	02/02/18
526-1109	Levels Strategy	11/01/18
2.6.1	Landscape Site Plan	14/02/17
T16514	Transport Assessment	11/11/16
0001 E	Indicative Site Access Junction	22/03/17

Highway

APPENDIX B
PLAN OF ITEMS RAISED BY THIS AUDIT


Highway



Design Team Response
Stage 1 Non-Motorised User (NMU) Audit

Auditor	Highway Associates
Schema/Description	Rugby Free School/Provision of New Secondary School
Client	ESFA, c/o PTB Transport Planning Ltd
Report Reference	2018/PTB/675

Issue Raised (Item No.)	Issue Accepted (Yes/No)	Recommendation Accepted (Yes/No)	Comments or Alternative Proposal (Full description)
3.1	Yes	Yes	The development will provide 65 parking spaces for the SEN and 140 parking spaces for the Secondary School Both sites will also have mini-bus/bus parking bays and drop-off/turning areas
3.2	Yes	Yes	The detailed design for the access will incorporate uncontrolled pedestrian crossing locations, as recommended
3.3	Yes	Yes	3.0m wide shared footway/cycleway facilities will be provided along the entire length of both sides of the site access road The route within the site will be segregated from traffic, but the routes themselves will remain as shared facilities The provision on both sides of the site access road delivers appropriate pedestrian and cycle access to/from the site Appropriate signage will be provided as part of the detailed design of the scheme

Signed	
Position	Director
Date	20.02.18

Appendix D

Statutory Criteria

It is a general rule that decisions made by a public body should have regard to any material considerations and disregard any immaterial considerations. In the case of any consideration, it is a matter for the decision-maker how much weight to give to a particular consideration provided that they act reasonably on the basis of evidence which is materially correct and sufficient. In addition, there are certain statutory requirements that have a general application to all decisions such as the public sector equality duty.

In the case of certain road traffic and highways measures, there are also more specific statutory criteria that should be taken into account in so far as they are relevant on the facts of the case. Those relevant to the measures proposed in this report are summarised below.

Shared Cycleway/Footways

A shared cycleway/footway includes a footway and in relation to footways section 66 of the Highways Act 1980 provides that where the authority considers that a footway is “necessary or desirable for the safety or accommodation of pedestrians” it has a duty to provide a “proper and sufficient footway”. In relation to cycleways, section 65 of the Act gives the authority a general discretion whether to create them.

Waiting Restrictions

Section 1 of the Road Traffic Regulation Act 1984 allows the authority to make a traffic regulation order where it appears to the authority that it is expedient to make it—

- (a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or
- (b) for preventing damage to the road or to any building on or near the road, or
- (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or
- (d) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, or
- (e) (without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or
- (f) for preserving or improving the amenities of the area through which the road runs, or

- (g) for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality).

In the case of the waiting restrictions proposed in this report, objectives (a) and (c) are of particular relevance.

The Government has also provided advice. The Department for Transport's Circular 01/2013 'Setting Local Speed Limits' should be the basis for assessments of local speed limits, for developing route management strategies and for developing speed management strategies required as part of the Local Transport Plan process. Circular 01/2013 requires that "speed limits should be evidence-led and self-explaining and seek to reinforce people's assessment of what is a safe speed to travel. They should encourage self-compliance. Speed limits should be seen by drivers as the maximum rather than a target speed. Traffic authorities set local speed limits in situations where local needs and conditions suggest a speed limit which is lower than the national speed limit.

Waiting Restrictions, Speed Limits and Pedestrian Crossings

Section 122 of the Road Traffic Regulation Act 1984 makes it the duty of an authority to exercise any of its functions under the Act so as 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.

However, there is a balancing act to be performed because the authority is required to act to achieve these objectives only so far as practicable having regard to the following matters:

- (a) the desirability of securing and maintaining reasonable access to premises;
- (b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) 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;
- (bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);
- (c) 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
- (d) any other matters appearing to the ... authority ... to be relevant.