

# Portfolio Holder (Transport and Highways) Decision Session

**25<sup>th</sup> January 2013**

## Agenda

A Portfolio Holder (Transport and Highways) Decision Session will be held at **Shire Hall, Warwick** on **Friday, 25<sup>th</sup> January 2013** at **12.00 p.m.**

The agenda will be:

### **1. Members' Disclosures of Pecuniary and Non-Pecuniary Interests.**

Members are required to register their disclosable pecuniary interests within 28 days of their election of appointment to the Council. A member attending a meeting where a matter arises in which s/he has a disclosable pecuniary interest must (unless s/he has a dispensation):

- 1) Declare the interest if s/he has not already registered it
- 2) Not participate in any discussion or vote
- 3) Must leave the meeting room until the matter has been dealt with (StandingOrder42)
- 4) Give written notice of any unregistered interest to the Monitoring Officer within 28 days of the meeting

Non-pecuniary interests must still be declared in accordance with the new Code of Conduct. These should be declared at the commencement of the meeting.

### **2. Proposed Traffic Signals at the A3400 Birmingham Road/Western Road junction, Stratford-upon-Avon**

A copy of the proposed decision is attached to the agenda. Elected Members and members of the public will have the opportunity to present any objections to the proposed decision.

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The public reports referred to are available on the Warwickshire Web  
[www.warwickshire.gov.uk/committee-papers](http://www.warwickshire.gov.uk/committee-papers)

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**Chief Executive**  
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**Portfolio Holder for Transport and Highways  
Decision Making Session**

**25<sup>th</sup> January 2013**

**Proposed Traffic Signals at the A3400 Birmingham Road / Western Road  
Junction, Stratford-upon-Avon**

**Recommendation**

That the Portfolio Holder approves the implementation of the proposed traffic signals with crossing facilities for pedestrians and cyclists at the A3400 Birmingham Road/Western Road junction in Stratford-upon-Avon as part of a Section 278 agreement with Redrow Homes Limited.

**1.0 Introduction**

- 1.1 The recommendation to provide traffic signals at the junction of A3400 Birmingham Road/Western Road with crossing facilities for pedestrians and cyclists was originally considered by Stratford-on-Avon Area Committee at its meeting on 12 October 2011 **(see Appendix A)**.
- 1.2 The Area Committee resolved to hold a further meeting once more information had been gathered about the significant changes that had occurred along the Birmingham Road corridor (specifically new developments and associated increases in traffic flows), and the desirability of reviewing all traffic management measures along the route.
- 1.3 At its meeting on 8 December 2011 **(see Appendix B)**, the Area Committee resolved that,
  1. Subject to Recommendations 2 and 3 also being approved, the decision on the proposed traffic signal junction with pedestrian and cycle facilities at Birmingham Road/Western Road be deferred for determination by the Area Committee no later than 30 September 2012.
  2. The proposed traffic signal junction with pedestrian and cycle facilities at Alcester Road/Brunel Way, Stratford-upon-Avon be implemented as advertised.
  3. The Warwickshire County Council (District of Stratford on Avon) (Civil Parking Enforcement Area) Waiting Restrictions, On Street Parking Places and Residents Parking) (Consolidation) (Variation No. 14) Order 2011 be implemented as advertised.
- 1.4 The approval of Recommendation 3 above means that there are no further Traffic Regulation Orders that now need to be approved.
- 1.5 The purpose of the deferral under Recommendation 1 above was to allow the A3400 Birmingham Road Traffic Management Study to be completed.

1.6 Although this study has taken longer to complete than originally anticipated, it has now put forward a set of recommendations including proposals for the Birmingham Road/Western Road junction.

## **2.0 A3400 Birmingham Road Traffic Management Study**

2.1 In March 2012, the County Council commissioned JMP Consultants Ltd to undertake the A3400 Birmingham Road Traffic Management Study (Stratford-upon-Avon).

2.2 The A3400 Birmingham Road is the busiest radial route in Stratford-upon-Avon and average weekday traffic volumes (Mondays to Fridays) are consistently high for most of the 12-hour day (7am to 7pm) and also during the visitor and shopping peaks on Saturdays (12 noon to 2pm).

2.3 The combination of high traffic volumes and significant commercial, residential and retail developments located along the A3400 Birmingham Road/Guild Street corridor means that it experiences slow average speeds and delays at junctions which provide access to these developments.

2.4 The main objectives of the study were to assess the feasibility of possible measures designed to tackle traffic congestion and improve air quality along the corridor, whilst considering the access and safety requirements of all road users.

2.5 The terms of reference of the study were agreed by a Steering Group comprising elected members from the County Council, Stratford-on-Avon District Council and Stratford-upon-Avon Town Council.

2.6 JMP has now put forward a set of study recommendations which are designed to help the corridor to perform more efficiently. It will however continue to carry significant traffic volumes in future due to its function as a principal arterial route and one which features numerous side road junctions serving an increasing number of developments along its entire length.

2.7 The need to provide safe access to these developments has led to the provision of traffic signals and roundabouts by their respective promoters. These necessarily delay main road traffic so that vehicles can enter Birmingham Road from the side roads safely and so that pedestrians and cyclists can cross the road safely.

## **3.0 A3400 Birmingham Road/Western Road junction**

3.1 As part of the study, JMP Consultants was required to recommend an appropriate form of junction for A3400 Birmingham Road/Western Road including appropriate facilities for pedestrians and cyclists to cross Western Road.

3.2 This requirement arose due to committed proposals to redevelop the former Cattle Market site for residential use including provision of a bus/rail interchange following award of planning permission on appeal in May 2007.

3.3 The existing Birmingham Road/Western Road priority junction will be unable to accommodate the significant additional traffic which will be generated by this development without compromising road safety.

3.4 The developer Redrow Homes Ltd has now instructed the County Council to proceed with inviting tenders for the Section 278 highway works associated with the development and it is therefore necessary to specify what type of junction is to be provided at Birmingham Road/Western Road.

**(a) Evaluation of Alternative Options**

3.5 As part of its assessment of the junction within the operational context of the A3400 Birmingham Road/Guild Street corridor as a whole, JMP have considered a number of alternative junction options and concluded that a roundabout would not be feasible for the following reasons:-

- (i) The potentially significant costs of acquiring third party land necessary to build a roundabout of sufficient size;
- (ii) The likelihood of significant utility service diversions which would also add to the cost; and
- (iii) Potentially adverse road safety implications for pedestrians and cyclists.

3.6 A left-turn-only system from Western Road has also been considered but this is also not feasible for the following reasons:-

- (i) Warwickshire Police have indicated that they would object strongly to a right turn “prohibition” at this location that was not entirely self-enforcing;
- (ii) It is not possible to construct a physical feature that would allow heavy goods vehicle movements to manoeuvre safely into and out of the junction within the existing highway boundary; and
- (iii) Such a facility would not be consistent with the bus operations plan for the proposed interchange as noted in **Section 3 (c)** below.

3.7 Having considered alternative options for the junction and concluded that they are not feasible, JMP has put forward the following recommendation:-

*The consented traffic signal scheme provides the best junction performance overall. Alternative junction types have been considered and rejected as either undeliverable or causing excessive delay to the traffic leaving Western Road. These other schemes are unlikely to be acceptable on highway safety grounds nor would they be in accordance with the operational requirements for the proposed bus/rail interchange. Therefore, it is recommended that the consented traffic signal scheme should be implemented as the first phase of improvement at Western Road with a potential second phase of improvement if and when Warwick House is redeveloped.*

3.8 The local member has objected to the above recommendation due to concerns that the traffic signals would further increase traffic congestion on A3400 Birmingham Road.

3.9 Although JMP’s analysis shows that the proposed traffic signals are likely to increase vehicle delays and congestion on Birmingham Road, there are a number of compelling reasons why the recommendation to provide them should be accepted as discussed below.

## **(b) Road Safety Considerations**

- 3.10 Proposals to redevelop the former Cattle Market will generate significant additional traffic on Western Road and increase the number of turning movements at its junction with Birmingham Road.
- 3.11 Western Road is currently a no-through road so traffic volumes are relatively low. However, as part of the Cattle Market redevelopment, the road will be opened up for general traffic and buses as a through route between A422 Alcester Road and A3400 Birmingham Road.
- 3.12 As noted previously, average weekday traffic flows (Mondays to Fridays) on Birmingham Road are consistently high throughout the entire 12-hour day (7am to 7pm) and there are very few gaps in the traffic stream. There are also periods of particularly high traffic intensity on Saturdays between 12 noon and 2pm during the retail and visitor peak.
- 3.13 JMP's analysis has confirmed that without the traffic signals, vehicles wishing to exit Western Road onto Birmingham Road would experience significant delays due to these high traffic volumes.
- 3.14 Such delays are likely to increase the risk of accidents if drivers on Western Road become impatient while waiting for gaps in the Birmingham Road traffic and pull out when it is unsafe to do so.
- 3.15 JMP has therefore concluded that that the traffic signals are necessary to allow vehicles to exit onto Birmingham Road safely and also to enable pedestrians and cyclists to cross Western Road safely. The off-road shared foot/cycle route which crosses Western Road near the junction mouth carries approximately 250 two-way cycle movements per day and significant pedestrian flows.

## **(c) Operational Requirements for Bus/Rail Interchange**

- 3.16 The proposed bus rail/interchange is a key component in the Warwickshire Local Transport Plan Stratford Transport Strategy and a saved policy (SUA.1) from the Stratford-on-Avon District Local Plan Review.
- 3.17 The bus operations plan at the interchange is predicated on the requirement for traffic signals at its southern access (A422 Alcester Road/Brunel Way junction) and to the north (A3400 Birmingham Road/Western Road junction). It would not be feasible to serve the development or the bus/rail interchange from a single access on A422 Alcester Road.
- 3.18 As there is no turning circle at the interchange due to land availability constraints, buses require access in a clockwise and an anti-clockwise direction depending on which bus route is being operated.
- 3.19 The County Council currently provides financial support for approximately half of all local bus services in Stratford-upon-Avon. It is currently proposed to schedule these services to and from the interchange but this will depend on buses being able to access and egress it efficiently at no additional cost.
- 3.20 The County Council also proposes to encourage commercial bus operators to operate services to and from the interchange and to use it for layover purposes to reduce the impact of buses from locations such as Wood Street and Bridge Street.

The Council's willingness to do so will also depend on buses being able to access and egress it efficiently at no additional cost. The proposed traffic signals would enable efficient access and egress to be provided at the interchange for buses and also rail replacement coaches in the event of train cancellations.

- 3.21 It is anticipated that a significant number of buses would enter the interchange from A422 Alcester Road to the south for layover purposes. These buses would need to exit the interchange via Western Road and turn right towards town in order to resume service.
- 3.22 A left-turn-only system using Regal Road roundabout to u-turn is however not feasible for the reasons previously noted in paragraph 3.6 above.

#### **(d) Legal Considerations**

- 3.23 Planning permission for the Cattle Market development includes a condition which requires that traffic signals at the A3400 Birmingham Road / Western Road junction must be in place before properties can be occupied.
- 3.24 Failure to provide the traffic signals in accordance with the condition is likely to prevent the developer from selling the properties, as it will not be possible for them to discharge the condition.
- 3.25 The Courts have ruled that when the planning authority has decided what highway works are necessary to make a development acceptable, and has granted planning permission requiring that those works be carried out, the highway authority is in effect under a legal duty to co-operate in the implementation of the permission even if it disagrees, or subsequently changes its mind, about the desirability of the works.
- 3.26 There is an exception to this rule, but only where circumstances have changed so fundamentally as to undermine the basis of the original decision on highways requirements.
- 3.27 If there has been no such fundamental change in circumstances, the developer could potentially take steps to force the County Council to carry out the works, or obtain permission for the development to proceed without compliance with the condition.
- 3.28 If the development were to be allowed to proceed without compliance with the condition, and later it is found that the traffic signals are essential (due to accidents or severe congestion on Western Road), the County Council may have to fund provision itself at a cost of £150-200,000. This funding would need to be met from the County Council's Capital Programme, potentially at the expense of other transport schemes. The revenue costs for the ongoing operation and maintenance of the traffic signals, which are currently due to be provided via a commuted sum from the developer, would also need to be met by the County Council. This cost would fall on the Transport and Highways Revenue Budget.

#### **(e) Construction Access Requirements**

- 3.29 The first phase of construction works at the former Cattle Market site requires the access onto A422 Alcester Road to be closed-off. In order to maintain access to Stratford Station and to enable spoil from the development to be transported off-site, the sole means of access to and egress from the development will be via Western Road.

3.30 The proposed traffic signals are also necessary to accommodate the additional traffic which will be generated during this phase of construction in order to provide safe access onto Birmingham Road.

#### **4.0 Financial Implications**

4.1 If the recommendation is approved then the costs of providing the traffic signals will fall entirely on the developer of the Cattle Market site.

4.2 If however the recommendation is not approved there are financial risks to the County Council from either legal action or the need to provide traffic signals at the junction (see paragraphs 3.27 and 3.28 above).

#### **5.0 Proposed Next Steps**

5.1 That the Portfolio Holder approves the recommendation to implement the proposed traffic signals with crossing facilities for pedestrians and cyclists at the A3400 Birmingham Road/Western Road junction in Stratford-upon-Avon.

#### **Appendices**

Appendix A – Stratford-upon-Avon Area Committee, Item No.6, 12 October 2011

Appendix B – Stratford-upon-Avon Area Committee, Item No.3, 8 December 2011

	Name	Contact Information
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- Chief Executive  .....
- Legal  L Arben – comments incorporated.
- Finance  .....
- Other Chief Officers  .....
- District Councils  .....
- Health Authority  .....
- Police  No objections received
- Other Bodies/Individuals  Fire Service, Ambulance Service, NFU. RHA.  
FTA. Head of Community Services - Stratford,  
Stratford Town Council

**FINAL DECISION**

**YES** (If 'No' complete Suggested Next Steps)

**SUGGESTED NEXT STEPS :**

*Details to be specified*

- Further consideration by this Committee  .....
- To Council  .....
- To Cabinet  .....
- To an O & S Committee  .....
- To an Area Committee  .....
- Further Consultation  .....

## Stratford on Avon Area Committee – 12 October 2011

### Stratford Cattle Market Development

#### **Recommendation**

That:

1. The proposed Traffic Signal Junction with pedestrian and cycling crossing facilities Birmingham Road/Western Road, Stratford-upon-Avon be implemented as advertised.
2. The proposed Traffic Signal Junction with pedestrian and cycling crossing facilities Alcester Road/Brunel Way, Stratford-upon-Avon be implemented as advertised.
3. The Warwickshire County Council (District of Stratford on Avon) (Civil Enforcement Area) (Waiting Restrictions, On Street Parking Places And Residents Parking) (Consolidation) (Variation No. 14) Order 2011 be implemented as advertised.

#### **1. Introduction**

- 1.1 The Old Cattle Market site adjacent to the Railway Station, Stratford-upon-Avon is to be re-developed to provide a mix of residential, office and retail units. A bus/rail interchange will also be constructed within the site.
- 1.2 Planning consent was obtained after appeal in 2007. To ensure that the new development integrates as effectively as possible with the existing local Highway Network and to comply with the planning consent it is proposed to install traffic signal junctions with pedestrian and cycling crossing facilities on Birmingham Road/Western Road and on Alcester Road/Brunel Way.
- 1.3 The proposed waiting restrictions are intended to ensure the proposed traffic signal junctions and the new link road will operate safely and effectively and that public transport access to the bus/rail interchange is maintained and unobstructed.
- 1.4 The proposals were advertised by public notice on the 21 July 2011. Objections have been received.
- 1.5 The objections are discussed below together with the reasons for the proposals. The number of objections received are shown in brackets [ ]

- 1.6 Proposed restrictions that did not receive objections are also briefly outlined in this report.

## 2. Birmingham Road/Western Road, Stratford-upon-Avon

### Proposals

- 2.1 Proposed traffic signal junction with pedestrian and cycling crossing facilities. (Plan in **Appendix A**).

**Objection [1]** Objection has been received from the Birmingham Road Study Steering Group, the Steering Group objects on one point.

### Objection

- 2.2 The Study Steering Group have registered a formal objection on the grounds that the proposed traffic signal should not be installed before the Review of the Birmingham Road Traffic Management Study is concluded. This Review is looking at the Birmingham Road as a whole, including all its junctions, in the light of the global traffic situation in Stratford-upon-Avon, with a view to considering whether changes should be made to junctions in order to ease congestion. It would make no sense to install yet another set of traffic signal junction on the Birmingham Road in isolation, when this Review is about to take place.

### Response

- 2.3 This site has the benefit of planning permission granted on appeal in 2007 and is now coming forward for implementation. In 2006 at the consultation stage this Council did not object to the application provided that a number of conditions were attached to the planning permission. This Council sought, amongst others, a condition requiring the developer to enter into an agreement pursuant to section 278 of the Highways Act 1980 to include provision for traffic light junctions to Alcester Road and Birmingham Road. This Council noted that these had been agreed in principle with the developer. The section 278 agreement negotiations are well advanced. The agreement has been drafted by this Council and is currently with the developer for their comment.

We are currently awaiting funding to carry out the study. The District Council's Cabinet is due to consider a revised list of Supplementary Policy Document schemes (of which funding for the study is one) later this year. If funding is made available the study is not likely to start until next year and could take 6 months to complete. It is proposed that the study will take into account the current situation on Birmingham Road and the committed developments, which includes this site and the proposed signals at the former NC Joseph Site.

Other than a traffic management study being set up, there appears to be no material change in circumstances nor policy change to reasonably justify this Council taking a different approach to the one taken to date and requiring the developer to await the outcome of the study before concluding the section 278 agreement.

**Objection [2]** One letter of objection has been received from a member of the public, the objector raising the following six points.

**Objection**

- 2.4 There is currently a traffic management study being carried out along Birmingham Road, it would be foolish to start any new works until that is complete.

**Response**

- 2.5 Response as at point 2.3 above.

**Objection**

- 2.6 The proposed traffic signal junction is approximately 200 metres from the existing traffic signal junction at Birmingham Road/Arden Street, this junction incorporate a pedestrian facility. This is far too close and will cause massive traffic problems.

**Response**

- 2.7 The proposed traffic signal junction will be linked to the County Council's Urban Traffic Control (UTC) Systems. This will enable the continuous monitoring of the signal installations and the automatic optimisation of the "green" and "red" times. This should improve the performance of the signals and reduce delays.

This proposal is the best means of providing safe access to Western Road to and from Birmingham Road. It was recognised that delays may occur along Birmingham Road due to this proposal but the junction will operate more safely with traffic signals and it will provide enhanced facilities for pedestrian, cyclists and public transport to the proposed bus/rail interchange.

**Objection**

- 2.8 There are already six sets of traffic signal junctions and two roundabouts that cause congestion along the Birmingham Road, to add another one is ludicrous

**Response**

- 2.9 Birmingham Road is a major arterial road within Stratford-upon-Avon. All of the minor roads along Birmingham Road experience difficulty in getting out onto Birmingham Road. This leads to extensive queuing and delay in the side roads and safety is compromised as drivers accept smaller gaps in the traffic. Therefore, to address this problem facilities such as traffic signal junctions and roundabouts are provided.

### **Objection**

- 2.10 When the two outer sets of lights were installed on Birmingham Road we were promised that they would be linked to maintain traffic flows – they have not been.

### **Response**

- 2.11 The traffic signals at the junction of St Peters Way and Joseph Way on Birmingham Road are linked the County Council UTC System and have been for many years, these junctions work safely and effectively during the day. However, it is inevitable that delays do occur at these traffic signal junctions during the various peak hours of day due to the limited road capacity of the road network.

### **Objection**

- 2.12 I can see no requirement for a pedestrian crossing at the Western Road junction.

### **Response**

- 2.13 Birmingham road caters for a significant number of pedestrian and cycling movements and the provision of these facilities is justified.

The pedestrian facility will be incorporated within the design of the traffic signal junction. If the pedestrian facility is not demanded, then the facility will not be activated.

### **Objection**

- 2.14 With the Arden Street traffic lights creating gaps in the traffic the current access and egress from Western Road appears to run satisfactory.

### **Response**

- 2.15 The large volume of traffic on the Birmingham Road presently makes pulling out of the Western Road a difficult manoeuvre. However, the proposed traffic signal junction is being provide due to the re-development of the Cattle Market site, this development will generate additional traffic in and out of Western Road.

### **Recommendation**

- 2.16 It is recommended that the proposals be implemented as advertised.

## **3. Alcester Road/Brunel Way Stratford-upon-Avon**

### **Proposals**

- 3.1 Proposed traffic signal junction with pedestrian and cycling crossing facilities.

- 3.2 No objections received.
- 3.3 It is recommended that the proposals be implemented as advertised.

#### **4. Western Road Stratford-upon-Avon**

##### **Proposals**

- 4.1 No Waiting At Any Time. Limited Waiting 2 hours No Return 4 hours Mon-Sat 8am-6pm (Plan in **Appendix B**).
- 4.2 The bus/rail interchange will result in the regular passage of service buses and associated pedestrian and vehicular movement. The proposed restrictions are considered necessary in the interests of road safety, to ensure the safe operation of the traffic signal junction, to facilitate the free passage of traffic and preserve the amenities of the area.
- 4.3 Objections have been received.

**Objection [2]** One letter from Listers Group representing four separate motor dealers on Western Road.

- 4.4 There is insufficient parking in Western Road to service the industrial units, more spaces should be allocated for owners and customers. Permits should be allocated for day use like the Samaritans are getting for night use. The two hour zone outside Listers Toyota would obstruct existing dropped kerbs that provide access to our display.

##### **Response**

- 4.5 The on street parking areas on Western Road are mainly occupied by commuter parking and also used as extensions to garage forecourts. The current absence of timed restrictions means that there is limited available short stay parking for customers visiting the various businesses; the introduction of limited waiting will allow a turnover of vehicles. Long stay parking permits for owners or business employees would not be consistent with the County Councils local parking policy for Stratford-upon-Avon (in the local Transport Plan) which encourages long stay commuter parking to use the Park and Ride facilities or peripheral parking sites in order to release parking capacity in town centres for short stay shopping and service related parking. Dropped kerbs that lie within parking bays are protected by access protection marks.

##### **Recommendation**

- 4.6 It is recommended that the proposals be implemented as advertised.

#### **5. Stratford-upon-Avon-Alcester Road, Brunel Way, Gresley Close, Stephenson Row**

- 5.1 Variation 14 also contains proposals at the locations listed above. A brief description of the proposals are supplied in **Appendix C**.

5.2 No objections have been received.

**Recommendation**

5.3 It is recommended that the proposals be implemented as advertised.

**6. Statutory Criteria for Decisions on Making Traffic Regulation Orders and Parking Orders**

6.1 The criteria are attached in **Appendix D**.

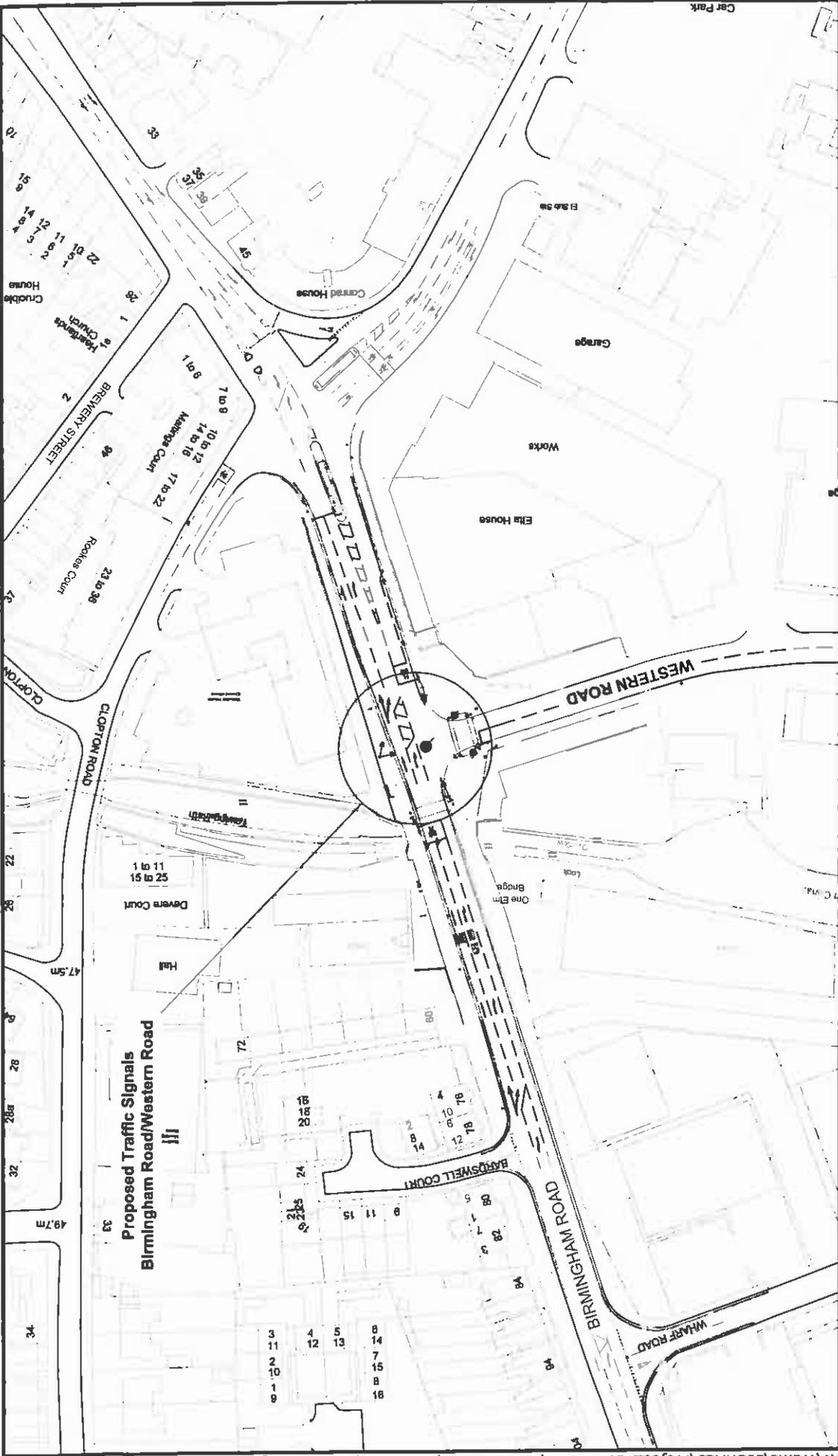
**7. Financial Implications**

7.1 The cost of implementing the traffic signal junctions, Traffic Regulation Orders and associated works will be met in full by the developer.

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SJL

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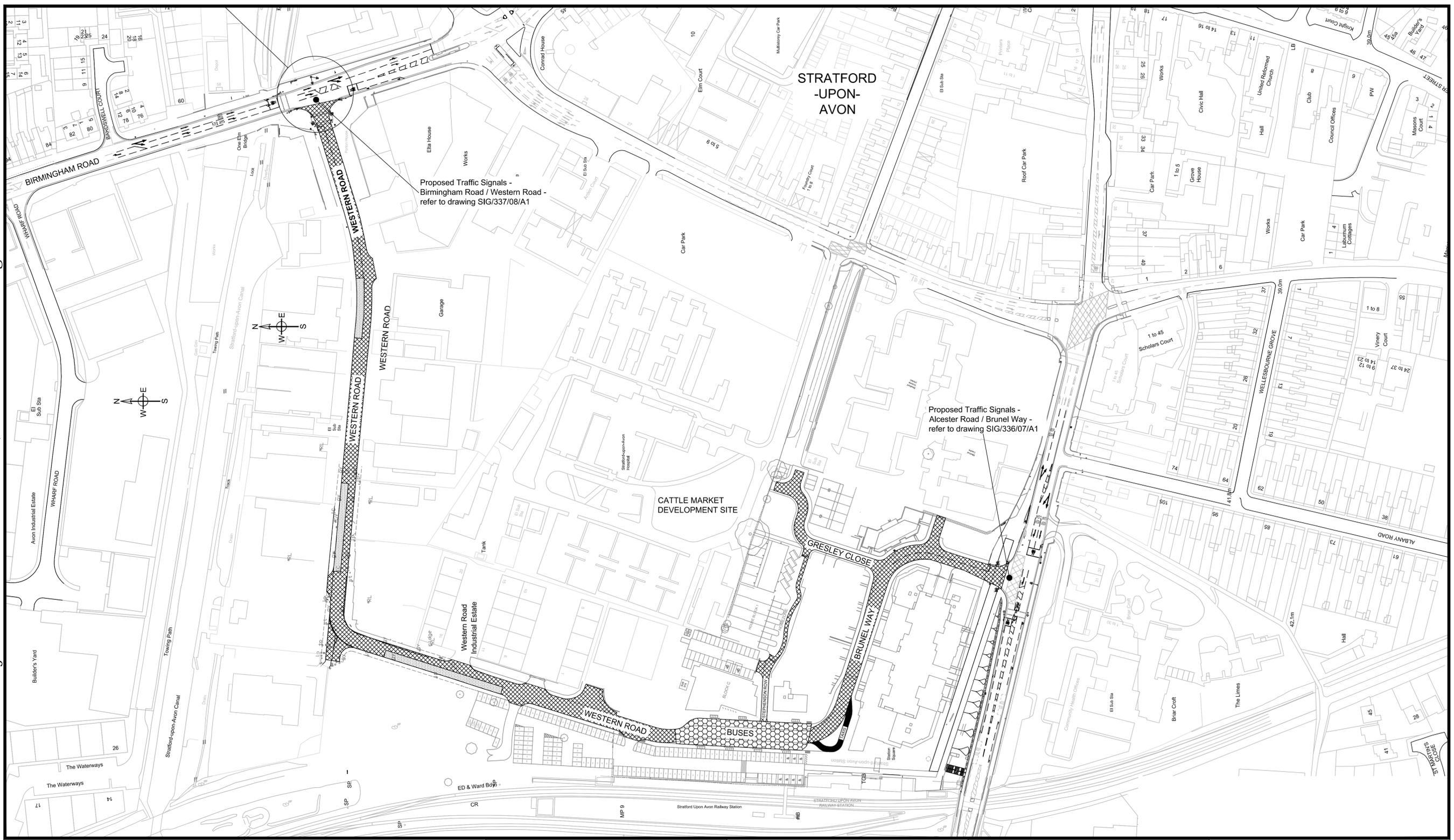
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SIG/337/09

Plan number :

**STRATFORD AREA COMMITTEE - 12 Oct 2011**  
**STRATFORD CATTLE MARKET**  
**PROPOSED TRAFFIC SIGNALS JUNCTION**



Plan number :	TP/8570	Drawn by:	CJ	Checked by:	CRL
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**STRATFORD AREA COMMITTEE - 12 Oct 2011**  
**STRATFORD CATTLE MARKET**  
**CONSULTATION PLAN - VARIATION 14**

- KEY**
-  Proposed No Waiting At Any Time
  -  Proposed Limited Waiting 2 Hours - No Return 4 Hours Monday - Saturday 8am - 6pm
  -  Proposed No Stopping At Any Time Except Buses
  -  Proposed No Waiting At Any Time Except Taxis

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**Stratford on Avon Area Committee – 12 October 2011**

**Stratford Cattle Market Development.**

**Details of Proposed Waiting Restrictions.**

**No Objections Received.**

**1. Alcester Road, Brunel Way, Gresley Close, Stephenson Row  
Stratford upon Avon.**

- 1.1 Proposals for No Waiting At Any Time. No Stopping At Any Time Except Buses.  
No Waiting At Any Time Except Taxis.
- 1.2 The proposed waiting restrictions are in association with the new traffic signal junctions, new roads within the development and Alcester Road which links the development to the existing road network. The restrictions are considered necessary in the interests of road safety, to facilitate the free passage of traffic and to preserve the amenities of the area.
- 1.3 It is recommended that the proposals be implemented as advertised.

## Stratford on Avon Area Committee – 12 October 2011

### Stratford Cattle Market Development

#### Statutory Criteria for Decisions on Making Traffic Regulation Orders and Parking Orders

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

- (i) avoiding danger to persons or traffic;
- (ii) preventing damage to the road or to buildings nearby;
- (iii) facilitating the passage of traffic;
- (iv) preventing use by unsuitable traffic;
- (v) preserving the character of a road especially suitable for walking and horse riding;
- (vi) preserving or improving amenities of the area through which the road runs;
- (vii) for any of the purposes specified in Section 87(1)(a) to (c) of the Environment Act 1995 in relation to air quality.

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

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

The Road Traffic Regulation Act 1984 also enables the Council to make orders authorising the use of part of a road as a parking place without charge, for the purpose of preventing or relieving congestion, and enables the Council to make orders designating parking places on highways with a charge. In determining what parking places are to be designated, the Council shall consider both the interests of traffic, and those of the owners/occupiers of adjoining property and in particular:-

- (i) The need for maintaining the free movement of traffic;
- (ii) The need for maintaining reasonable access to premises; and
- (iii) The extent to which off-street parking is available in the neighbourhood.

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

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

- (i) The desirability of securing and maintaining reasonable access to premises;
- (ii) The effect on the amenities of any locality affected, and the importance of regulating and restricting the use of roads by heavy commercial vehicles so as to preserve or improve the amenities of the areas through which the roads run;
- (iii) The national air quality strategy prepared under Section 80 of the Environmental Protection Act 1995;
- (iv) 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;
- (v) Any other matters appearing to the Council to be relevant

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

## Stratford on Avon Committee

8 December 2011

### Stratford Cattle Market Development

#### Recommendation

That the Committee considers the report deferred from the meeting on 12 October 2011 regarding the introduction of traffic signal junctions on Birmingham Road/Western Road and Alcester Road/Brunel Way together with associated waiting restrictions.

It is recommended that:-

1. Subject to recommendations 2 and 3 also being approved, the decision on the proposed traffic signal junction with pedestrian and cycle facilities at Birmingham Road/Western Road be deferred for determination by the Area Committee no later than Autumn 2012.
2. The proposed traffic signal junction with pedestrian and cycle facilities Alcester Road/Brunel Way, Stratford-upon-Avon be implemented as advertised.
3. The Warwickshire County Council (District of Stratford on Avon) (Civil Parking Enforcement Area) (Waiting Restrictions, On Street Parking Places And Residents Parking) (Consolidation) (Variation No. 14) Order 2011 be implemented as advertised.

#### 1. Key Issues

- 1.1 At its meeting on 12 October 2011 the Committee considered a report (**Appendix A**) and resolved :-
  - (i) not to approve the road traffic orders on the information currently presented,
  - (ii) to hold a special meeting before the end of December 2011 to consider the matter further once more information has been gathered about the significant changes that have occurred along the Birmingham Road over the last five years and the desirability of reviewing all traffic management measures along that route and
  - (iii) to instruct officers of the council to continue discussions with developers and partners including the local planning authority with a view to identifying a practical and timely solution to this matter.

## 2. Birmingham Road/Western Road, Stratford-upon-Avon

- 2.1 Birmingham Road is the busiest radial route into Stratford. In addition it has seen considerable housing and retail development along its length over the last 20+ years. This has led to the implementation of traffic signal junctions and roundabouts along Birmingham Road which provide access to the developments.
- 2.2 Between 2006 and 2011, there has been a decrease in the average weekday peak hour traffic flow on the section of Birmingham Road between Arden Street and Western Road. The two-way traffic flow has decreased by 6.0% in the am peak and 4.5% in the pm peak. However, during the period between September 2005 and June 2011 the traffic flow on Birmingham Road near Worths Way has increased by 8.3% during the 5 day average inter-peak period between 10:00 am and 3:00 pm (see **Appendix B** for more detailed information).
- 2.3 Birmingham Road serves two main purposes; it is a main artery into Stratford and a route serving developments along its length. Access to the developments along this road makes the requirements for either traffic signal junctions or roundabouts necessary for public safety.
- 2.4 Over the last five years there have been twenty one planning applications submitted to Stratford District Council, which have the potential to increase traffic on or around Birmingham Road. Of these applications four remain to be delivered. The majority of these applications centre on the Maybird Centre and the former NC Joseph Site. Two applications include large residential proposals, namely seventy seven residential units on the former Egg Packing Station and one hundred and ninety seven residential units, still to be constructed, on the former Cattle Market Site. Details of the applications can be found in **Appendix C**.
- 2.5 A question was raised at the 12 October meeting of this Committee as to whether it were possible to put on hold any junction improvement schemes on Birmingham Road required by planning conditions, and also not to give approval to any new planning applications requiring junction improvement schemes on the Birmingham Road until the proposed Traffic Management study is concluded. In response to this, it is not possible for a Local Planning Authority (LPA) to delay or stop applications being made. Once an application has been submitted the LPA has a duty in law to respond and determine the application in a timely manner.
- 2.6 Warwickshire County Council encourages development and seeks to influence planning consents to ensure that transport implications are dealt with. The Council seeks to secure fair and reasonable highway improvements including improvements for pedestrians, cyclists and public transport users. Only if no suitable highway infrastructure can be delivered or if safety is compromised can the Council reasonably return an objection to a scheme. Even then the final decision to grant approval is always made by the LPA. The LPA will need to continue to accept and determine applications affecting the

Birmingham Road Corridor. In turn the County Council will need to satisfy its statutory duty and respond to any consultations, sent by the LPA, including those on or affecting the Birmingham Road.

- 2.7 A planning condition on the Cattle Market development requires that the traffic signals at the Birmingham Road / Western Road junction must be in place before properties on the Cattle Market site can be occupied. As highway authority, the County Council has a legal duty to assist developers to implement their planning permissions by enabling highway improvement works required by a planning condition unless there has been some fundamental change in circumstances since the permission was granted which undermines the basis on which the planning authority decided on highways requirements.
- 2.9 As requested by this Committee, discussions have been held with Redrow Homes Ltd, the Cattle Market developer. Redrow have stated that subject to recommendations 2 and 3 being approved by this Committee they are willing to defer the determination by this Committee on the proposed traffic signal junction at Birmingham Road/Western Road until Autumn 2012. This means Redrow will amend their construction phase programme for the Cattle Market development site and start the works on the proposed link road and the traffic signal junction on Alcester Road/Brunel Way allowing them to close Station Road.
- 2.11 We do not have a programme for when the first occupations are likely to be but it could be around 15 months from now. If the traffic signals are not in place when properties are ready for sale it may prevent Redrow from selling properties on the development. A decision on whether to introduce traffic signals at the junction of Birmingham Road/Western Road should not therefore be delayed for a long period, certainly no more than nine months.
- 2.13 Western Road is currently a no-through road so the traffic volume is relatively low. As part of the development of the Cattle Market this road will be opened up as a through route between Alcester Road and Birmingham Road. The development has planning permission for flats, some commercial development and the bus-rail interchange. Therefore, highway improvements are required to cater for the additional traffic flow.
- 2.14 Traffic signal control at this junction will allow the side road traffic safe access on to the Birmingham Road and will also provide safe crossing facilities for pedestrians and cyclists across the busy road.
- 2.15 This Council currently provides financial support for approximately half of all local bus services in Stratford-upon-Avon. If the bus/rail interchange is provided, it is proposed to schedule these services, including Park and Ride service, to serve the interchange. The County Council will also encourage the main commercial bus operator (Stagecoach) to use the interchange for layover to remove the impact of vehicles from locations such as Wood Street.

2.17 Without traffic signals, the Birmingham Road/Western Road junction access to/from the bus/rail interchange would be unattractive to bus operators, which could lead to reduced usage by buses.

2.18 As requested by this Committee officers have discussed the left-turn-only system from Western Road onto the Birmingham Road with Warwickshire Police.

Warwickshire Police would object strongly to a right turn “prohibition” at this location that was not entirely self enforcing. This would necessitate a physical feature to prevent such manoeuvres to take place. Within the existing highway it is not feasible to construct a physical feature at this junction that would allow buses and goods vehicle movements in and out of this junction.

2.19 Additional objections have been received since the last report dated 12 October 2011 and these are listed in **Appendix D**.

### **3. Outstanding Matters from Committee Report dated 12 October 2011 (Appendix A) to be concluded on the following proposals:-**

- (i) Alcester Road/Brunel Way, Stratford-upon-Avon - Proposed traffic signal junction.
- (ii) Western Road Stratford-upon-Avon - No Waiting At Any Time. Limited Waiting 2 hours No Return 4 hours Mon-Sat 8am-6pm.
- (iii) Stratford-upon-Avon-Alcester Road, Brunel Way, Gresley Close, Stephenson Row - Proposals for No Waiting At Any Time. No Stopping At Any Time Except Buses. No Waiting At Any Time Except Taxis.

### **4. Statutory Criteria for Decisions on Making Traffic Regulation Orders and Parking Orders**

4.1 The criteria are attached in **Appendix E**.

#### **Background Papers**

- 1. Stratford on Avon Area Committee Report – 12 October 2011, Plans, Letters of Object

	<b>Name</b>	<b>Contact Information</b>
Report Author	Gafoor Din	gafoordin@warwickshire.gov.uk Tele: 01926 412927
Head of Service	Graeme Fitton	graemefitton@warwickshire.gov.uk
Strategic Director	Monica Fogarty	monicafogarty@warwickshire.goc.uk
Portfolio Holder	Councillor P Butlin	cllrbutlin@warwickshire.gov.uk

**Stratford on Avon Committee**

**8 December 2011**

**Stratford Cattle Market Development**

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**Agenda No**

**AGENDA MANAGEMENT SHEET**

<b>Name of Committee</b>	<b>Stratford on Avon Area Committee</b>
<b>Date of Committee</b>	<b>12 October 2011</b>
<b>Report Title</b>	<b>Stratford Cattle Market Development</b>
<b>Summary</b>	A planning condition imposed on the Cattle Market development requires the introduction of Traffic Signal junctions on Birmingham Road/Western Road and Alcester Road/Brunel Way together with associated waiting restrictions. The proposals were advertised on the 21 July 2011. Objections have been received, this report details the objections and makes recommendations for consideration.
<b>For further information please contact</b>	Christopher Latham Senior Technician Tel. 01926 412071 chrslatham@warwickshire.gov.uk
<b>Would the recommended decision be contrary to the Budget and Policy Framework?</b>	No
<b>Background Papers</b>	Plans, Letters of Objection

**CONSULTATION ALREADY UNDERTAKEN:-** *Details to be specified*

Other Committees  .....

Local Member(s)  
(With brief comments, if appropriate)

Councillor P Balaam – The proposed traffic signals at the junction of Birmingham Road/Western Road should not be installed before the Review of the Birmingham Road traffic Management Study is concluded.

Councillor R Cockings - informed  
Councillor K Rolfe - informed

Other Elected Members  .....

Cabinet Member  .....  
(Reports to The Cabinet, to be cleared with appropriate Cabinet Member)

Chief Executive  .....

Legal  L Arben – comments incorporated.

Finance  .....

Other Chief Officers  .....

District Councils  .....

Health Authority  .....

Police  No objections received

Other Bodies/Individuals  Fire Service, Ambulance Service, NFU. RHA. FTA. Head of Community Services - Stratford, Stratford Town Council

**FINAL DECISION** **YES** (If 'No' complete Suggested Next Steps)

**SUGGESTED NEXT STEPS :**

Details to be specified

Further consideration by this Committee  .....

To Council  .....

To Cabinet  .....

To an O & S Committee  .....

To an Area Committee  .....

Further Consultation  .....

## Stratford on Avon Area Committee – 12 October 2011

### Stratford Cattle Market Development

#### Recommendation

That:

1. The proposed Traffic Signal Junction with pedestrian and cycling crossing facilities Birmingham Road/Western Road, Stratford-upon-Avon be implemented as advertised.
2. The proposed Traffic Signal Junction with pedestrian and cycling crossing facilities Alcester Road/Brunel Way, Stratford-upon-Avon be implemented as advertised.
3. The Warwickshire County Council (District of Stratford on Avon) (Civil Enforcement Area) (Waiting Restrictions, On Street Parking Places And Residents Parking) (Consolidation) (Variation No. 14) Order 2011 be implemented as advertised.

#### 1. Introduction

- 1.1 The Old Cattle Market site adjacent to the Railway Station, Stratford-upon-Avon is to be re-developed to provide a mix of residential, office and retail units. A bus/rail interchange will also be constructed within the site.
- 1.2 Planning consent was obtained after appeal in 2007. To ensure that the new development integrates as effectively as possible with the existing local Highway Network and to comply with the planning consent it is proposed to install traffic signal junctions with pedestrian and cycling crossing facilities on Birmingham Road/Western Road and on Alcester Road/Brunel Way.
- 1.3 The proposed waiting restrictions are intended to ensure the proposed traffic signal junctions and the new link road will operate safely and effectively and that public transport access to the bus/rail interchange is maintained and unobstructed.
- 1.4 The proposals were advertised by public notice on the 21 July 2011. Objections have been received.
- 1.5 The objections are discussed below together with the reasons for the proposals. The number of objections received are shown in brackets [ ]

- 1.6 Proposed restrictions that did not receive objections are also briefly outlined in this report.

## 2. Birmingham Road/Western Road, Stratford-upon-Avon

### Proposals

- 2.1 Proposed traffic signal junction with pedestrian and cycling crossing facilities. (Plan in **Appendix A**).

**Objection [1]** Objection has been received from the Birmingham Road Study Steering Group, the Steering Group objects on one point.

### Objection

- 2.2 The Study Steering Group have registered a formal objection on the grounds that the proposed traffic signal should not be installed before the Review of the Birmingham Road Traffic Management Study is concluded. This Review is looking at the Birmingham Road as a whole, including all its junctions, in the light of the global traffic situation in Stratford-upon-Avon, with a view to considering whether changes should be made to junctions in order to ease congestion. It would make no sense to install yet another set of traffic signal junction on the Birmingham Road in isolation, when this Review is about to take place.

### Response

- 2.3 This site has the benefit of planning permission granted on appeal in 2007 and is now coming forward for implementation. In 2006 at the consultation stage this Council did not object to the application provided that a number of conditions were attached to the planning permission. This Council sought, amongst others, a condition requiring the developer to enter into an agreement pursuant to section 278 of the Highways Act 1980 to include provision for traffic light junctions to Alcester Road and Birmingham Road. This Council noted that these had been agreed in principle with the developer. The section 278 agreement negotiations are well advanced. The agreement has been drafted by this Council and is currently with the developer for their comment.

We are currently awaiting funding to carry out the study. The District Council's Cabinet is due to consider a revised list of Supplementary Policy Document schemes (of which funding for the study is one) later this year. If funding is made available the study is not likely to start until next year and could take 6 months to complete. It is proposed that the study will take into account the current situation on Birmingham Road and the committed developments, which includes this site and the proposed signals at the former NC Joseph Site.

Other than a traffic management study being set up, there appears to be no material change in circumstances nor policy change to reasonably justify this Council taking a different approach to the one taken to date and requiring the developer to await the outcome of the study before concluding the section 278 agreement.

**Objection [2]** One letter of objection has been received from a member of the public, the objector raising the following six points.

**Objection**

- 2.4 There is currently a traffic management study being carried out along Birmingham Road, it would be foolish to start any new works until that is complete.

**Response**

- 2.5 Response as at point 2.3 above.

**Objection**

- 2.6 The proposed traffic signal junction is approximately 200 metres from the existing traffic signal junction at Birmingham Road/Arden Street, this junction incorporate a pedestrian facility. This is far too close and will cause massive traffic problems.

**Response**

- 2.7 The proposed traffic signal junction will be linked to the County Council's Urban Traffic Control (UTC) Systems. This will enable the continuous monitoring of the signal installations and the automatic optimisation of the "green" and "red" times. This should improve the performance of the signals and reduce delays.

This proposal is the best means of providing safe access to Western Road to and from Birmingham Road. It was recognised that delays may occur along Birmingham Road due to this proposal but the junction will operate more safely with traffic signals and it will provide enhanced facilities for pedestrian, cyclists and public transport to the proposed bus/rail interchange.

**Objection**

- 2.8 There are already six sets of traffic signal junctions and two roundabouts that cause congestion along the Birmingham Road, to add another one is ludicrous

**Response**

- 2.9 Birmingham Road is a major arterial road within Stratford-upon-Avon. All of the minor roads along Birmingham Road experience difficulty in getting out onto Birmingham Road. This leads to extensive queuing and delay in the side roads and safety is compromised as drivers accept smaller gaps in the traffic. Therefore, to address this problem facilities such as traffic signal junctions and roundabouts are provided.

### **Objection**

- 2.10 When the two outer sets of lights were installed on Birmingham Road we were promised that they would be linked to maintain traffic flows – they have not been.

### **Response**

- 2.11 The traffic signals at the junction of St Peters Way and Joseph Way on Birmingham Road are linked the County Council UTC System and have been for many years, these junctions work safely and effectively during the day. However, it is inevitable that delays do occur at these traffic signal junctions during the various peak hours of day due to the limited road capacity of the road network.

### **Objection**

- 2.12 I can see no requirement for a pedestrian crossing at the Western Road junction.

### **Response**

- 2.13 Birmingham road caters for a significant number of pedestrian and cycling movements and the provision of these facilities is justified.

The pedestrian facility will be incorporated within the design of the traffic signal junction. If the pedestrian facility is not demanded, then the facility will not be activated.

### **Objection**

- 2.14 With the Arden Street traffic lights creating gaps in the traffic the current access and egress from Western Road appears to run satisfactory.

### **Response**

- 2.15 The large volume of traffic on the Birmingham Road presently makes pulling out of the Western Road a difficult manoeuvre. However, the proposed traffic signal junction is being provide due to the re-development of the Cattle Market site, this development will generate additional traffic in and out of Western Road.

### **Recommendation**

- 2.16 It is recommended that the proposals be implemented as advertised.

## **3. Alcester Road/Brunel Way Stratford-upon-Avon**

### **Proposals**

- 3.1 Proposed traffic signal junction with pedestrian and cycling crossing facilities.

- 3.2 No objections received.
- 3.3 It is recommended that the proposals be implemented as advertised.

#### **4. Western Road Stratford-upon-Avon**

##### **Proposals**

- 4.1 No Waiting At Any Time. Limited Waiting 2 hours No Return 4 hours Mon-Sat 8am-6pm (Plan in **Appendix B**).
- 4.2 The bus/rail interchange will result in the regular passage of service buses and associated pedestrian and vehicular movement. The proposed restrictions are considered necessary in the interests of road safety, to ensure the safe operation of the traffic signal junction, to facilitate the free passage of traffic and preserve the amenities of the area.
- 4.3 Objections have been received.

**Objection [2]** One letter from Listers Group representing four separate motor dealers on Western Road.

- 4.4 There is insufficient parking in Western Road to service the industrial units, more spaces should be allocated for owners and customers. Permits should be allocated for day use like the Samaritans are getting for night use. The two hour zone outside Listers Toyota would obstruct existing dropped kerbs that provide access to our display.

##### **Response**

- 4.5 The on street parking areas on Western Road are mainly occupied by commuter parking and also used as extensions to garage forecourts. The current absence of timed restrictions means that there is limited available short stay parking for customers visiting the various businesses; the introduction of limited waiting will allow a turnover of vehicles. Long stay parking permits for owners or business employees would not be consistent with the County Councils local parking policy for Stratford-upon-Avon (in the local Transport Plan) which encourages long stay commuter parking to use the Park and Ride facilities or peripheral parking sites in order to release parking capacity in town centres for short stay shopping and service related parking. Dropped kerbs that lie within parking bays are protected by access protection marks.

##### **Recommendation**

- 4.6 It is recommended that the proposals be implemented as advertised.

#### **5. Stratford-upon-Avon-Alcester Road, Brunel Way, Gresley Close, Stephenson Row**

- 5.1 Variation 14 also contains proposals at the locations listed above. A brief description of the proposals are supplied in **Appendix C**.

5.2 No objections have been received.

**Recommendation**

5.3 It is recommended that the proposals be implemented as advertised.

**6. Statutory Criteria for Decisions on Making Traffic Regulation Orders and Parking Orders**

6.1 The criteria are attached in **Appendix D**.

**7. Financial Implications**

7.1 The cost of implementing the traffic signal junctions, Traffic Regulation Orders and associated works will be met in full by the developer.

Report Author: Chris Latham

Head of Service: Graeme Fitton

Strategic Director: Monica Fogarty

## Stratford-upon-Avon Area Committee

8 December 2011

### Stratford Cattle Market Development

#### Review of Traffic Flows on Birmingham Road Over the Last 5 Years

During the period of between 2006 and 2011, the average weekday peak hour traffic flows has decreased on the section of Birmingham Road between Arden Street and Western Road as follows:-

AM (08:00 - 09:00) - 6.0% decrease in two-way traffic from 1,622 to 1,525 vehicles per hour (approximately 100 fewer vehicles per hour).

PM (17:00 - 18:00) - 4.5% decrease in two-way traffic from 2,071 to 1,978 vehicles per hour (approximately 100 fewer vehicles per hour).

The above trends are based on single day manual classified count data undertaken in neutral months (September 2006 and May 2011).

The same trends are also apparent in data recorded over several weeks at the automatic traffic count (ATC) monitoring site on A3400 Birmingham Road (near Worths Way) in September 2005 and June 2011 as follows:-

AM (08:00 - 09:00) - 10.8% decrease in two-way traffic from 1,690 to 1,507 vehicles per hour (approximately 180 fewer vehicles per hour).

PM (17:00 - 18:00) - 6.8% decrease in two-way traffic from 1,780 to 1,659 vehicles per hour (approximately 120 fewer vehicles per hour).

The ATC data shows that traffic has grown by 8.3% during the Monday to Friday average inter-peak period from 1,437 to 1,557 vehicles per hour (120 more vehicles per hour on average between 10:00 and 15:00).

Friday is still the busiest day of the week with 22,369 vehicles per day on average.

There is also a pronounced peak on Saturdays between 12:00 and 14:00 at approximately 1,800 vehicles per hour on average.

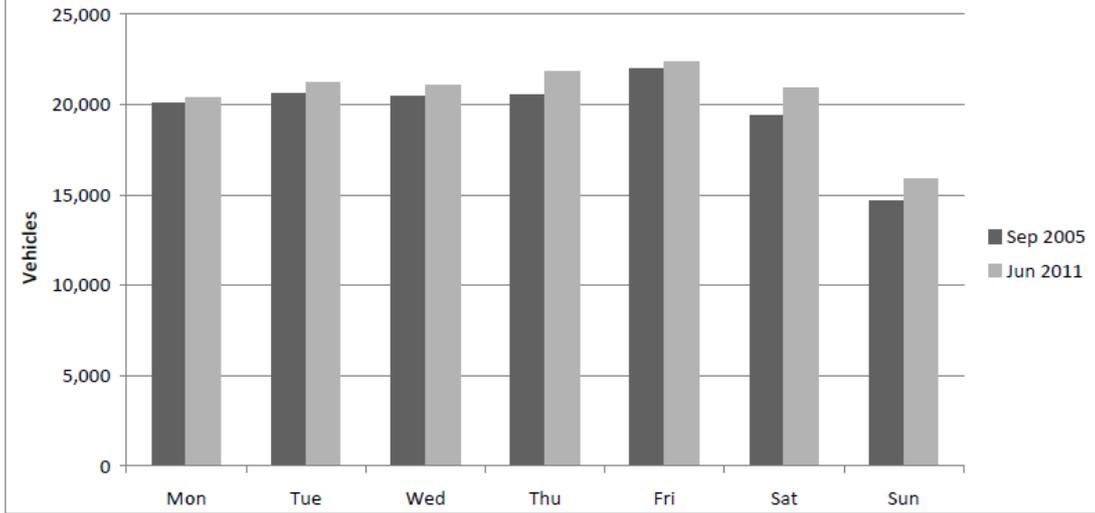
Sundays is the least busy day overall but between 11:00 and 14:00 has average hourly flows similar to the Friday PM peak (1,700 vehicles on average).

A summary of changes in average traffic flow over a full 24 hour day (September 2005 and June 2011) is shown in Figure 1.

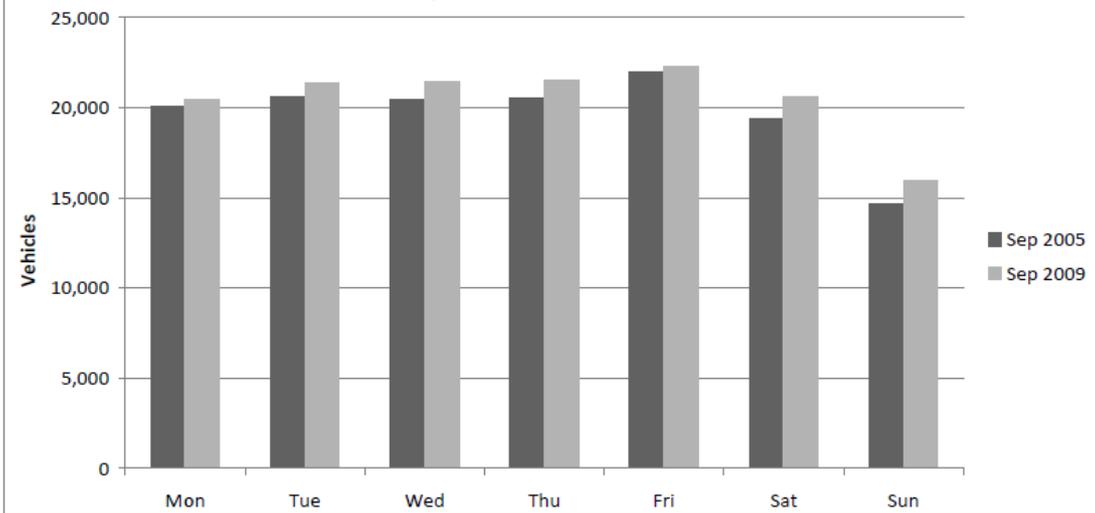
The same trends are apparent in available ATC data from the same month (September 2005 and 2009) as shown in Figure 2

It should be noted that the assessment of the proposed traffic signals at Western Road was undertaken using 2005 traffic flows factored to design year 2015 using National Road Traffic Forecast (NRTF) central growth factors. The figures used in this assessment are therefore robust.

**Figure 1:- A3400 Birmingham Road, Stratford-upon-Avon  
(north of Worthy Way)  
Average 24-Hour Traffic Flows (2-way)  
September 2005 and June 2011**



**Figure 2:- A3400 Birmingham Road, Stratford-upon-Avon  
(north of Worthy Way)  
Average 24-Hour Traffic Flows (2-way)  
September 2005 and 2009**



## Appendix C

REF	ADDRESS	PROPOSAL	DECISION	DATE OF DECISION
10/02410/COUNTY	Park And Ride Bishopton Lane	Development of a railway station	no objection	15-Dec-10
06/01021/FUL	Stratford Cattle market Site	Mixed use development with 197 residential units	Appeal	22-May-07
06/03269/FUL	Maybird Retail Park	Extension to Maybird retail Park inform of five new retail units,	Permission with conditions	19-Feb-07
07/00509/FUL	The Mill 11 Avenue Farm	A1 retail units and one Class B8 storage unit.	Permission with conditions	18-Apr-07
07/01047/FUL	Part Of Regal Road Industrial Estate	Erection of 4 dwellings	Permission with conditions	13-Jul-07
07/01303/OUT	N C Joseph Ltd Birmingham Road	Outline planning application for a mixed use redevelopment	Outline permitted	01-Aug-07
07/02041/FUL	Maybird Retail Park And Regal Road	Building for A3 purposes	Permission with conditions	04-Sep-07
07/02411/FUL	Gas Holder Station Maybrook Road	Provision of mezzanine floor to Unit 1 and 2.	Permission with conditions	15-Oct-07
07/02556/FUL	N C Joseph Ltd Birmingham Road	Proposed 91 bed hotel and retail development	Permission with conditions	12-Dec-07
07/03186/FUL	Maybird Retail Park	Construction of Unit O A3 floorspace,	Permission with conditions	14-Feb-08
07/03525/FUL	N C Joseph Ltd Birmingham Road	Erection 64 bed care Home	Permission with conditions	17/03/2008
08/01113/FUL	Station Approach	Erection of a display centre/workshop for steam locomotives.	Permission with conditions	26-Aug-08
08/01614/FUL	The Maybird Centre Birmingham Road	A1 or A3 purposes in up to four occupations	Permission with conditions	11-Aug-08
08/02823/FUL	Birds Storage Birmingham Road	four-storey hotel and restaurant with associated parking.	Permission with conditions	29-Jun-09
08/02865/FUL	37, 39, 41, 43, 45 Birmingham Road	12 Residential Units	Permission with conditions	09-Jan-09
08/02933/FUL	Unit 21 Western Road	Change of use from the existing B1. B8 light industrial to A1 retail	Permission with conditions	19-Mar-09
08/03082/FUL	NCJ Site Birmingham Road	Erection of class A1 food retail store	Permission with conditions	01-May-09
09/02368/FUL	Egg Packing Station Bishopton Lane	Erection of 77 dwellings	Permission with conditions	19-Feb-10
10/02101/FUL	Central Chambers Wood Street	8 Residential Units	Permission with conditions	01-Dec-10
11/00867/FUL	141-147 Clopton Road	Erection of 7 dwellings,	Permission with conditions	15-Sep-11

**Stratford on Avon Committee**

**8 December 2011**

**Stratford Cattle Market Development**

The objections are listed below together with the reasons for the proposals.

1. **Objection**

- 1.1 **Objection** has been received from the **Councillor K Rolfe** objects on one point.

The proposed traffic signals at the junction of Birmingham Road / Western Road should not be installed before the Review of the Birmingham Road traffic Management Study is concluded

- 1.2 **Response** Redrow Homes Ltd have agreed to defer this proposal to Autumn 2012 subject to approval being given to recommendation to 2 and 3.

2. **Objection** has been received from the **District and Town Councillor K Lloyd** objects on three points

- 2.1 **Objection 1** To install further traffic signal junction at the intended position some 70 metres from the Arden St junction is in my view totally ridiculous and will cause further chaos

- 2.2 **Response** as at point 2.7 – Committee Report date 12 October 2011.

- 2.3 **Objection 2** If this application is accepted it will total eight sets of lights on a stretch of urban highway of barely over a mile of which I believe will cause further mayhem.

- 2.4 **Response** as at point 2.9 – Committee Report date 12 October 2011.

- 2.5 **Objection 3** A simple solution is to instigate a turn left only system from Western Road onto the Birmingham Road

- 2.6 **Response** Warwickshire Police would object strongly to a right turn “ban” at this location that was not entirely self enforcing. This would necessitate a physical feature to prevent such manoeuvres to take place. Within the existing highway it is not feasible to construct a physical feature at this junction that would allow buses and goods vehicle movements in and out of this junction.

- 2.7 **Objection** The proposed traffic signals at the junction of Birmingham Road/Western Road should not be installed before the Review of the Birmingham Road traffic Management Study is concluded.

- 2.8 **Response** Redrow Homes Ltd have agreed to defer this proposal to Autumn 2012 subject to approval being given to recommendation to 2 and 3.
- 3.0 **Objection** has been received from a member of the public. Better traffic flow would be achieved by making all traffic exiting the side roads on the A3400 (North) Birmingham Road turn left, this proposal may possibly require the construction of more traffic islands on the Birmingham Road.
- 3.1 Objection has been received from the member of public objects on one points
- 3.2 **Response** as at point 2.6 above.

## Stratford on Avon Committee

8 December 2011

### Stratford Cattle Market Development

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## Stratford on Avon Area Committee – 12 October 2011

### Stratford Cattle Market Development

#### Statutory Criteria for Decisions on Making Traffic Regulation Orders and Parking Orders

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

- (i) avoiding danger to persons or traffic;
- (ii) preventing damage to the road or to buildings nearby;
- (iii) facilitating the passage of traffic;
- (iv) preventing use by unsuitable traffic;
- (v) preserving the character of a road especially suitable for walking and horse riding;
- (vi) preserving or improving amenities of the area through which the road runs;
- (vii) for any of the purposes specified in Section 87(1)(a) to (c) of the Environment Act 1995 in relation to air quality.

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

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

The Road Traffic Regulation Act 1984 also enables the Council to make orders authorising the use of part of a road as a parking place without charge, for the purpose of preventing or relieving congestion, and enables the Council to make orders designating parking places on highways with a charge. In determining what parking places are to be designated, the Council shall consider both the interests of traffic, and those of the owners/occupiers of adjoining property and in particular:-

- (i) The need for maintaining the free movement of traffic;

- (ii) The need for maintaining reasonable access to premises; and
- (iii) The extent to which off-street parking is available in the neighbourhood.

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

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

- (i) The desirability of securing and maintaining reasonable access to premises;
- (ii) The effect on the amenities of any locality affected, and the importance of regulating and restricting the use of roads by heavy commercial vehicles so as to preserve or improve the amenities of the areas through which the roads run;
- (iii) The national air quality strategy prepared under Section 80 of the Environmental Protection Act 1995;
- (iv) 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;
- (v) Any other matters appearing to the Council to be relevant

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