

AGENDA MANAGEMENT SHEET

Name of Committee **Stratford on Avon Area Committee**

Date of Committee **23rd November 2005**

Report Title **Trial Traffic Management Scheme at the Alcester Road/Grove Road and Alcester Road/Albany Road Junctions, Stratford-upon-Avon**

Summary An experimental Traffic Regulation Order was introduced in June 2004 prohibiting the right turns from Alcester Road, Stratford-upon-Avon into Grove Road and Albany Road. Experimental Traffic Regulation Orders lapse after six months unless extended or made permanent.

The Order was extended to 29th December 2005 by the Stratford on Avon Area Committee at its meeting on 17th November 2004.

It is now recommended that the experimental Order is made permanent to continue the prohibition on right turns as a traffic management and road safety measure.

For further information please contact Roger Evans
 Traffic Engineer
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Would the recommended decision be contrary to the Budget and Policy Framework? Yes/No

Background Papers None

CONSULTATION ALREADY UNDERTAKEN:- *Details to be specified*

Other Committees Stratford on Avon Area Committee 17th November 2004

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

Councillor Mrs J P Dill-Russell – supports the report.
Councillor R Hyde – noted.
Councillor M Perry

Other Elected Members

Councillor G Atkinson

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

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Chief Executive

.....

Legal

I Marriott – comments incorporated.

Finance

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Other Chief Officers

.....

District Councils

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Health Authority

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Police

Support the order being made permanent subject to the difficulty of carrying out enforcement being accepted.....

Other Bodies/Individuals

.....

FINAL DECISION

YES/NO (If 'No' complete Suggested Next Steps)

SUGGESTED NEXT STEPS :

Details to be specified

Further consideration by this Committee

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To Council

.....

To Cabinet

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To an O & S Committee

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To an Area Committee

.....

Further Consultation

.....

Stratford on Avon Area Committee – 23rd November 2005

**Trial Traffic Management Scheme at the
Alcester Road/Grove Road and Alcester Road/Albany Road
Junctions, Stratford-upon-Avon**

**Report of the Director of Planning, Transport and
Economic Strategy**

Recommendation

That the experimental Traffic Regulation Order prohibiting right turns from Alcester Road, Stratford-upon-Avon into Grove Road and Albany Road is made permanent.

1. Background

- 1.1 At its meeting on 17th November 2004, the Committee considered a report about an experimental Traffic Regulation Order which had been introduced to prohibit the right turns from Alcester Road, Stratford-upon-Avon into Grove Road and Albany Road.
- 1.2 The Order had been introduced on 24th June 2004 and would have lapsed after 6 months unless it was either extended or made permanent.
- 1.3 Objections were received during the time the experimental scheme was in effect and were presented to the Committee. These were considered but the Committee accepted the recommendation to extend the Order for 12 months.

2. The Present Situation

- 2.1 The extended experimental Order will lapse on 29th December 2005. It is desired to make the Order permanent as a traffic management measure to assist traffic movements and road safety at this very busy junction. A further extension of the experimental Order is not legally permissible.

3. Objections to the Traffic Regulation Order

- 3.1 Regulations which control the way that experimental Traffic Regulation Orders can be made permanent require that objections to the experimental Order are treated as if they were objections to the proposed permanent Order.

3.2 Objections received to the experimental Order were presented to the Committee on 17th November 2004. The report is attached as **Appendix A**. No further objections have been received since that date.

4. Review of the Operation of the Trial

4.1 The ban on right turns off Alcester Road into Grove Road and Albany Road has been in effect for 17 months. The main benefits of the trial have been:-

- (i) Improved traffic flows on Alcester Road because right-turning vehicles are not restricting the straight-on movement;
- (ii) Elimination of potential conflicts between vehicles turning right from Alcester Road and vehicles travelling straight-on from Greenhill Street;
- (iii) The virtual elimination of rat-running through Albany Road and Wellesbourne Road.

4.2 Four disadvantages of the scheme were reported to Committee which led to the recommendation that the experimental order be extended rather than being made permanent. This additional 12 month period has allowed further settling down of the scheme and given officers the opportunity to further consider the effectiveness of the scheme.

- (i) Increase in traffic flows in Greenhill Street and Rother Street – Greenhill Street/Rother Street is the alternative route for vehicles unable to turn right at the Alcester Road/Grove Road junction. Despite extra traffic at this junction there has been no adverse affect on the safety record. The right-turn manoeuvre from Greenhill Street into Rother Street is assisted by a green arrow.
- (ii) Inconvenient detours for previously right-turning HGVs – although no data is available on the routes being taken by HGVs as a result of the implementation of the right turn ban, there has been no indication that HGVs are being inconvenienced. It is assumed that HGV drivers have become used to the restriction and are choosing alternative routes, e.g. via the A46 and Birmingham Road.
- (iii) Contravention of the right turn ban into Grove Road and vehicles passing on the wrong side of the flexible barrier into Albany Road – Warwickshire Police have confirmed that they still receive occasional reports of vehicles contravening the bans. Their position remains that the bans should be self-enforcing through the use of warning signs and the deterrent of the flexible barrier. There have been no accidents at the Grove Road traffic signal controlled junction due to vehicles turning right since the introduction of the ban.
- (iv) Detour for residents of Albany Road and Wellesbourne Grove – The disbenefit of the detour is offset by the elimination of rat-running and no adverse comments have been received from residents since the date of the last report to Committee.

5. Recommendation

- 5.1 It is, therefore, recommended that the experimental Traffic Regulation Order prohibiting the right turns from Alcester Road, Stratford-upon-Avon into Grove Road and Albany Road is made permanent.
- 5.2 The experimental Order was temporarily suspended during the annual Mop Fair in Stratford-upon-Avon. Similar arrangements can be made within a permanent Order.

JOHN DEEGAN
Director of Planning, Transport and Economic Strategy
Shire Hall
Warwick

11th November 2005

Stratford on Avon Area Committee – 23rd November 2005

**Trial Traffic Management Scheme at the
Alcester Road/Grove Road and
Alcester Road/Albany Road Junctions, Stratford-upon-Avon**

AGENDA MANAGEMENT SHEET

<i>Name of Committee</i>	Stratford on Avon Area Committee
<i>Date of Committee</i>	17th November 2004
<i>Report Title</i>	Trial Traffic Management Scheme at the Alcester Road/Arden Street Junction, Stratford-upon-Avon
<i>Summary</i>	On 1st October 2003 the Committee approved a six months trial of Stage 1 of a traffic management scheme at the key Alcester Road/Arden Street junction. The trial commenced on 28th June this year, and the report summarises the results of the first four months of the trial. It is recommended that the temporary traffic order for the trial is extended for another 12 months to allow further consideration of the Stage 1 scheme.
<i>For further information please contact</i>	Nick Bishton Special Projects Manager Tel. 01926 412530 nickbishton@warwickshire.gov.uk
<i>Would the recommended decision be contrary to the Budget and Policy Framework?</i>	Yes/No
<i>Background Papers</i>	6 Letters and emails in support of the scheme and 17 letters and emails objecting to the scheme.

CONSULTATION ALREADY UNDERTAKEN:-

Details to be specified

- Other Committees
- Local Member(s) Councillor R Cockings } for information
 (With brief comments, if appropriate) Councillor Mrs J P Dill-Russell }
 Councillor R O Hyde }
- Other Elected Members
- Cabinet Member
 (Reports to The Cabinet, to be cleared with appropriate Cabinet Member)
- Chief Executive
- Legal I Marriott - agreed
- Finance
- Other Chief Officers
- District Councils
- Health Authority
- Police
- Other Bodies/Individuals

FINAL DECISION **YES/NO** (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 - 17th November 2004

Trial Traffic Management Scheme at the Alcester Road/Arden Street Junction, Stratford-upon-Avon

Report of the Director of Planning, Transport and Economic Strategy

Recommendation

That the temporary traffic order authorising the Stage 1 trial traffic management scheme at the Alcester Road/Arden Street Junction is extended for another 12 months to allow further consideration of the scheme.

1. Introduction

- 1.1 On 1st October 2003 the Committee approved a six months trial of Stage 1 of a traffic management scheme at the key Alcester Road/Arden Street junction in Stratford-upon-Avon. The trial commenced on Monday, 28th June and this report summarises the results of the first four months of the trial.

2. The Stage 1 Scheme

- 2.1 The current scheme involves banning the right turn from Alcester Road into Grove Road and also banning the right turn from Alcester Road into Albany Road, the latter restriction being reinforced by a temporary barrier in the centre of Alcester Road. Various advance warning, prohibition, and advisory rerouting signs have been introduced on a temporary basis. The scheme is intended to improve the capacity and safety of the Alcester Road entry by ensuring that traffic in the outside lane runs freely during the green stage because there is no conflict with the opposing flow from Greenhill Street. The turn into Albany Road has been banned to eliminate 'rat-running' via Albany Road (north) and Wellesbourne Grove.

3. Evaluation of the Effects of Stage 1

- 3.1 Journey times into Stratford-upon-Avon along the A422 Alcester Road were measured before and after the implementation of Stage 1. The Urban Traffic Management and Control (UTMC) automatic number plate recognition system provided a large sample of journey time measurements, reported at five minute intervals during the day. Analysis of the data for a week before and a week after the trial was introduced and showed that the scheme had, as anticipated,

reduced peak hour inbound journey times along the Alcester Road, with the longest journeys being reduced by three minutes on average.

- 3.2 Traffic volumes and turning movements at locations that were expected to be affected by the Stage 1 trial were also counted before and after the implementation of the scheme. Analysis of the figures shows that the majority of light vehicles previously turning right into Grove Road are now using Greenhill Street, with most turning right into Rother Street, but with about a fifth continuing into Wood Street and then, in all probability, into High Street. It is also apparent that a few of the previous right-turners are now routeing via Shottery.
- 3.3 The impact of the scheme on total daily traffic flows can be summarised as follows:-
- (i) A reduction of 55% in the flow on Albany Road (N), 30% in the flow on Wellesbourne Grove and 10% in the flow on Grove Road.
 - (ii) An increase of 13% in the flow on Greenhill Street, 12% in the flow on Rother Street and 3% in the flow on Shottery Road.

4. Benefits of Stage 1

- 4.1 The main benefits of the scheme appear to be:-
- (i) Improved traffic flow and reduced journey times on Alcester Road.
 - (ii) A safer situation, because there are no conflicts, during the Alcester Road/Greenhill Street stage of the traffic signals.
 - (iii) The virtual elimination of rat-running through Albany Road (N) and Wellesbourne Grove.
 - (iv) Easier parking for residents of Albany Road (N) and Wellesbourne Grove.
- 4.2 Six letters or emails in support of the scheme have been received by the County Council and other supporting letters have appeared in the local newspapers.

5. Disadvantages of Stage 1

- 5.1 The main disadvantages of the scheme appear to be:-
- (i) An increase of over 10% in traffic flows in Greenhill Street and Rother Street.
 - (ii) Inconvenient detours for previously right-turning HGVs. These involve a diversion via Arden Street and Birmingham Road, a 'U' turn at the Maybird roundabout and a return to Arden Street, or re-routing via Clopton Bridge. However, only about 80 vehicles a day are affected.
 - (iii) Breaking of the law by some drivers who deliberately ignore the right turn ban into Grove Road. A few vehicles have also been observed to pass on

the wrong side of the flexible barrier on Alcester Road or make 'U' turns in the entrance of Scholars Court in order to access Albany Road. However, as with the Greenhill Street right turn ban, transgressions have reduced noticeably since the start of the trial, and it is expected that they will reduce to a very small amount over time.

- (iv) Residents of Albany Road (north), Wellesbourne Grove and Albany Road (south) returning home from the west, and visitors to those streets approaching from the west, are faced with detours. Despite this, it appears that the residents of these streets in the main feel that the benefits of the scheme in eliminating rat-running outweigh the inconvenience.

5.2 Seventeen letters or emails objecting to the scheme, some written before the trial commenced, have been received by the County Council and other letters of objection have appeared in the press. Some cover the points above; those stating that HGVs will be forced to enter the town centre and infringe the 7.5T weight limit were not aware of the advisory alternative routing signing. Other comments received have been categorised in **Appendix A** under 'Traffic', 'Safety' or 'Other' headings, with some observations by the County Council appended in italics.

6. Summary of Advantages and Disadvantages of Stage 1

6.1 It appears that the main advantages of the scheme are:-

- (i) Improved traffic flow on Alcester Road and safety at the traffic signals.
- (ii) Improved conditions in Albany Road and Wellesbourne Grove.

6.2 It appears that the main disadvantages of the scheme are:-

- (i) Additional traffic on Greenhill Street and Rother Street.
- (ii) Lengthy detours for some HGVs.

7. Options for Action on the Stage 1 Trial Scheme

7.1 If an extension of the temporary traffic order that authorises the bans is required, the necessary legal procedures have to be initiated two to three weeks before the current order expires on 27th December. Therefore the Committee needs to decide now whether to:-

- (a) Allow the trial to continue beyond 27th December.
- (b) Make the Stage 1 scheme permanent after 27th December.
- (c) Abandon the Stage 1 scheme after 27th December.

- 7.2 Because the trial has demonstrated that the scheme has substantial advantages, it would be certainly be premature to choose course (c). On the other hand, it would perhaps be useful to assess the apparent disadvantages over a longer period before considering making the scheme permanent. Therefore it is recommended that the temporary order is extended for another 12 months (the maximum extension available) to allow further consideration of the Stage 1 scheme. At the end of this period a decision would have to be made upon whether it should become a permanent feature.

8. Deferral of Stage 2 of the Trial

- 8.1 The County Council maintains its previously expressed concerns about proceeding to Stage 2 of the Alcester Road/Arden Street junction trial scheme in advance of the implementation of the Western Relief Road, which could take five years if it were to be approved. The Stage 2 scheme (see **Appendix B**) would involve making Grove Road one-way northbound between a point just south of Wellesbourne Grove and Alcester Road. The additional benefit over Stage 1 would be a significant increase in the capacity of the Grove Road entry to the Alcester Road/Arden Street junction.
- 8.2 However, the main disadvantages of Stage 2, while similar in nature to those of Stage 1, would be of a considerably greater scale. It is therefore suggested that consideration of a Stage 2 trial should be postponed until the Western Relief Road is in place to provide an alternative route for some of the north to south traffic.

9. Recommendation

- 9.1 That the temporary order for the right turn bans from Alcester Road into Grove Road and Albany Road is extended for another 12 months to allow further consideration of the Stage 1 scheme.

JOHN DEEGAN
Director of Planning, Transport and Economic Strategy
Shire Hall
Warwick

4th November 2004

Stratford on Avon Area Committee - 17th November 2004

Trial Traffic Management Scheme at the Alcester Road/Arden Street Junction, Stratford-upon-Avon

Points of Objection Received (in addition to those set out in 5.1)

Traffic

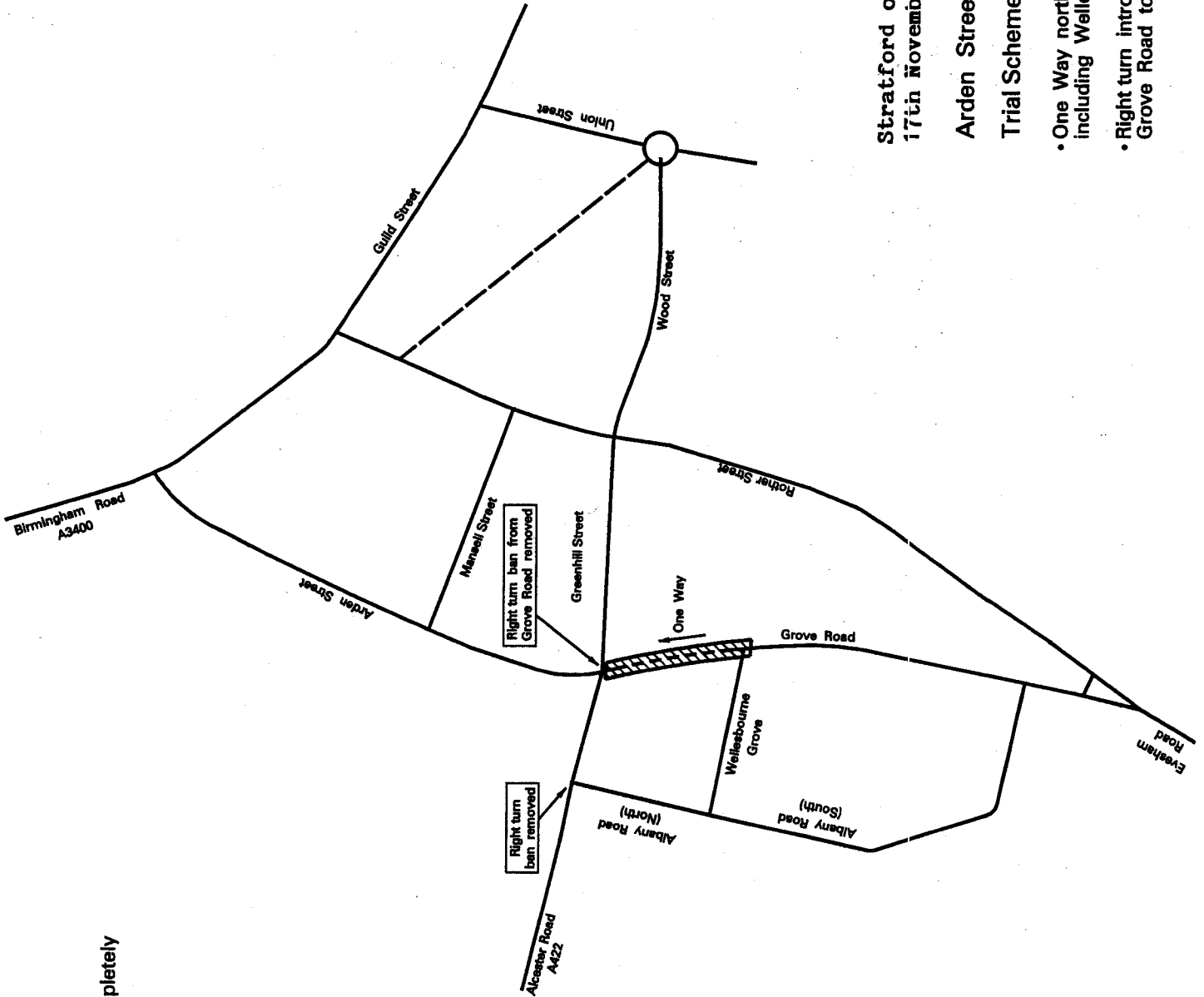
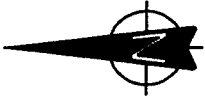
- (i) The scheme will cause increased congestion/the traffic situation will be worse than before. (*This is not borne out by observation or the journey time monitoring.*)
- (ii) The Alcester Road/Arden Street signals should be re-staged instead. (*The current staging is optimal and is the result of the analysis of numerous alternatives.*)
- (iii) A right turn filter from Alcester Road is all that is required. (*There is neither physical room to provide a right turn lane nor time in the signal cycle for another stage.*)
- (iv) The scheme has caused queuing problems at Greenhill Street/Rother Street lights, sometimes backing back to Alcester Road. (*This may happen on occasion, but queues as extensive as claimed have not been observed on site. The proposed right turn filter from Greenhill Street should in any case remove any problem.*)
- (v) There should be a right turn filter from Greenhill Street into Rother Street. (*This will be installed on a permanent basis shortly.*)
- (vi) It is impossible to turn right from Greenhill Street into Rother Street (*See above*).
- (vii) Drivers use the Scholars Court car park to make the right turn into Grove Road. (*This has now been prevented by the installation of a barrier to control entry to this private car park.*)
- (viii) The Rother Street/Chestnut Walk and Rother Street/Grove Road junctions are now more congested.
- (ix) The ban affects emergency response times adversely unless emergency vehicles break the law and ignore the ban (*Site observations indicate that the latter generally happens in practice*).
- (x) When the Mop Fairs take place, the ban will cause traffic chaos (*The main ban into Grove Road was actually temporarily suspended during the Fairs*).

Safety

- (i) It is dangerous for drivers to turn left out of Rother Street into Evesham Place.
- (ii) Pedestrians in Greenhill and Rother Streets are put at extra risk, especially in Rother Street when the markets are held.
- (iii) The Albany Road barrier causes queues behind westbound buses stopping nearby; these back through the Alcester Road/Arden Street signals. (*This may happen on occasion, but queues as extensive as claimed have not been observed on site*).
- (iv) There is now not enough time for pedestrians at the Alcester Road/Arden Street signals. (*The pedestrian phase actually remains unchanged*).

Other

- (i) Bed and breakfast establishments on Grove Road are losing passing trade. (*Since the opening of SSRRE the northbound flow on Grove Road has increased, with the effect that two-way flows are now similar to those before the trial in am peak and about 7% lower in the pm peak.*)
- (ii) The signing is inadequate.
- (iii) Scholars Court residents suffer from the noise of car horns when drivers ignore the ban.
- (iv) There is inconvenience for customers of dental practice on Alcester Road, for which the car park is in Albany Road; the practice could lose business.
- (v) There is no need for the ban of the turn into Albany Road, and it prevents parking there.
- (vi) The scheme leads to an increase in overall mileage.



• Rat running eliminated completely

Stratford on Avon Area Committee
17th November 2004

Arden Street/Alcester Road Junction
Trial Scheme- Stage 2

- One Way northbound on Grove Road including Wellesbourne Grove junction.
- Right turn introduced from Grove Road to Greenhill Street.