

- District Councils
- Health Authority
- Police
- Other Bodies/Individuals Extensive general public consultation in
Bridgetown area over last two years concerning
traffic calming options.- Over all support.

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 - 18th July 2007

Rushbrook Road Speed Tables

Report of the Strategic Director for Environment and Economy

Recommendation

To install junction tables on Rushbrook Road, Bridgetown, Stratford-upon-Avon, at its junctions with Hunts Road and Byron Road (see plans in **Appendix B**).

1. Background

- 1.1 On 3rd October 2001 developers of Bridgetown Farm (now Trinity Mead) agreed to a S106 payment of £106,000 to fund traffic management proposals in the vicinity.
- 1.2 Last year your Committee decided to install a new crossing on Rushbrook Road between its junctions with Byron and Wordsworth Roads as a developer funded improvement to provide a safer route to school. The decision was called in but confirmed by Cabinet.
- 1.3 After the Cabinet decision, objectors continued to criticise the decision and requested that any decision on it be deferred and considered alongside any proposals for speed tables. They argued that the tables would make the crossing unnecessary and would be a better solution because they would make it safe to cross at any point rather than focusing driver attention on one crossing place.
- 1.4 Officers considered that tables would be complementary to a crossing rather than an alternative and, following consultation with your Chair, the contract was let and the crossing was installed in January this year.
- 1.5 Extensive consultation on a range of traffic calming measures has been carried out over the last six years including exhibitions and a house to house leaflet drop in November 2004. Various proposals were put forward and many rejected as being not feasible or unacceptable. Speed reduction tables were the only proposals offered that did not attract significant opposition during this consultation process.
- 1.6 Specific public consultations on these junction tables were carried out in March 2007 when the residents of the 74 properties in the immediate vicinity were

asked for their comments. Seven responses were received, three objections and four in support (see **Appendix A**).

1.7 Details were also sent to:-

- (i) Stagecoach - no objection.
- (ii) Warwickshire Ambulance Service - no objection.
- (iii) Warwickshire Fire and Rescue Services.- no objection.
- (iv) Automobile Association Developments Ltd - no objection.
- (v) National Farmers Union - no objection.
- (vi) Road Haulage Association - no objection.
- (vii) Freight Transport Association - no objection.

1.8 Councillor Hyde and the Bridgetown Residents' Association support the proposal. Councillor Perry has withdrawn his previous objection to the proposal and now supports it.

2. The Design

2.1 Involves tables at the two road junctions.

2.2 Careful consideration has been given to the impact the junction tables will have on motorists. It should be noted that they are not 'Speed humps' i.e. they do not have steep ramps at the approaches and so should not cause as noticeable a 'jolt' to passengers. If the car is travelling at a reasonable speed the effect on passengers (particularly those with disabilities) should be minimal.

3. Cost

3.1 A cost estimate of £25,000 per speed table in total has been prepared based on similar schemes implemented recently elsewhere in the county.

4. Conclusion

4.1 There is a public perception that speeding is an issue in the vicinity and the proposal is designed to address this perceived threat.

4.2 The Speed tables are supported by the majority of residents as part of the overall traffic management in the area.

4.3 The Section 106 Agreement runs out in October 2008.

4.4 The tables are considered to be the best use of the remaining Section 106 money and have the most popular support. The crossing and tables are complementary i.e. the crossing provides a formal crossing point where people

can cross safely amongst roads that are made generally safer by the traffic calming. Both features contribute to a sense of safety that will encourage more walking, particularly amongst parents of schoolchildren.

JOHN DEEGAN
Strategic Director for Environment and Economy
Shire Hall
Warwick

28th June 2007

Stratford on Avon Area Committee - 18th July 2007

Rushbrook Road Speed Tables

Proposed Junction Tables

Rushbrook Road, Bridgetown, Stratford upon Avon

Responses to Consultation carried out 28th November–20th December 2006

1. Consultations

- 1.1 Details of the proposals were delivered to seventy four properties on Rushbrook Road, Hunts Road and Byron Road. Seven responses were received. Three raised objections, four supported the scheme.
- 1.2 Details of the proposals were sent to the Warwickshire Police, Ambulance Service, Fire Service, Stagecoach, AA, NFU, Road Haulage Association, Freight Transport Association. None raised objections.
- 1.3 Councillor Hyde and the Bridgetown Residents' Association support the scheme. Councillor Perry raised no objections.

2. Responses

In Support

- 2.1 In full agreement of the traffic calming and requesting further safety measures, reinstatement of give way lines at the junction with Wordsworth Avenue.

Response – Give way lines have been reinstated.

- 2.2 Thanking for interesting information re Rushbrook Road and requesting measures at the entrance to Trinity Mead Estate to slow down the 'mad' drivers and make Rushbrook Road one way.

Response – The proposed raised tables together with the new zebra crossing will slow down vehicles and improve safety along Rushbrook Road. Measures to make Rushbrook Road one way and amendments to the entrance to Trinity Mead estate are outside the scope of these works.

- 2.3 Plateaus fantastic, this is what 95% of the residents wanted not the zebra crossing. A petition enclosed. How many roads in Stratford have all these features?

Response – The tables will be complementary to the crossing and will add to the overall safety of road users and public confidence in travel by means other than the car. The funding is not available for use in other areas which do not have this level of provision but that is not a reason for withholding it here."

- 2.4 The Bridgetown Residents' Association welcomes measures which will lead to a reduction in vehicle speed in Rushbrook Road which is a principal access to Bridgetown School used by parents and children walking and cycling to and from the school. Supplementary Calming Pedestrian and Cycle Accessway requested for public footpath SB30, access point for pedestrians and cyclists from Rushbrook Road into Trinity Mead Estate.

Response – Under consideration.

Received Objections

- 2.5 Unaware of a speeding problem in Rushbrook Road due to vehicles having to negotiate around parked cars. The jerking and bumping as vehicles go up and down the ramps will cause unnecessary discomfort to passengers especially to the disabled son and in an extreme situation could actually worsen his condition. In the second letter submitted a formal objection to the proposed raised table.

Response – The proposed traffic calming measures emerged through consultations with the Residents' Association and others following concerns raised by local residents regarding the speed of traffic along Rushbrook Road.

The design of the tables is such that a car can pass over them at a slow speed with minimal discomfort to the driver and passengers. The tables will also increase the confidence of people with disabilities in crossing the road.

- 2.6 Unjustified, unnecessary and damaging to the area. Before going ahead with speed tables wait to see how traffic responds to the new crossing. A better use for the available funding would be on other schemes.

Response – The new crossing has been in place for over three months. The experience of local residents has led them to demand further measures to tackle vehicle speeds and it is considered that the tables will have an additional impact and increase public confidence. The tables represent the best and most supported use of the money in the immediate vicinity and the funding is not available for schemes elsewhere.

- 2.7 Speed tables not needed and waste of money, will not slow down racers. Houses already devalued by the new crossing.

Response – Tables are of proven effectiveness in reducing vehicle speeds and increasing driver alertness and there is no evidence that they will devalue houses.