

AGENDA MANAGEMENT SHEET

Name of Committee Warwick Area Committee

Date of Committee 11th July 2006

Report Title Tachbrook Park Drive, Leamington Spa -
Casualty Reduction Traffic Calming
Scheme

Summary Tachbrook Park Drive is an important distributor road for south Leamington. As result of a number of injury accidents in recent years, proposals have been publicly advertised to introduce a traffic calming scheme along the road. This would consist of 14 pairs of speed cushions, in order to reduce average speeds and reduce accidents.

This report considers the objections and recommends that the scheme should be implemented as advertised.

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Would the recommended decision be contrary to the Budget and Policy Framework? Yes/No

Background Papers One letter of objection received.

CONSULTATION ALREADY UNDERTAKEN:- *Details to be specified*

Other Committees

Local Member(s) Councillor Mrs M Haywood – supports the
(With brief comments, if appropriate) scheme

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 Warwick District Council
- Health Authority
- Police
- Other Bodies/Individuals Ambulance Service, Fire Service, Road Haulage Association, Freight Transport Association, Disabled Drivers Association, Automobile Association, all frontage businesses

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

Warwick Area Committee - 11th July 2006

Tachbrook Park Drive, Leamington Spa - Casualty Reduction Traffic Calming Scheme

Report of the Strategic Director for Environment and Economy

Recommendation

That the Committee approves the proposed Casualty Reduction scheme for Tachbrook Park Drive.

1. Introduction

- 1.1 The Council has set out in the Local Transport Plan to prioritise casualty reduction schemes on the basis of the casualties we would expect them to save for each pound invested in them.
- 1.2 Tachbrook Park Drive has a poor accident record (which is set out below) that gives it a high priority for a casualty reduction scheme.

2. Tachbrook Park Drive

- 2.1 Tachbrook Park Drive is located on the south side of Leamington town centre. It is a relatively new road, and was built to provide access to a considerable area of industrial and commercial development. At its northern end it connects onto a roundabout on the A452 Europa Way, and at its southern end onto a roundabout on Heathcote Lane.
- 2.2 Tachbrook Park Drive is about 1.2kms in length and has a carriageway about 7m wide throughout, with grass verges and footways on both sides. There are five intermediate public road junctions, four major/minor junctions and one roundabout (at the Shires Gate Retail Park). The junctions are all constructed to recent standards, with good visibility provided. The signs and white lines are to standard and in good condition. The road has 30 mph speed limit and is street lit.
- 2.3 Traffic surveys were carried out in September 2005. The average 24 hour two-way flows were 13,300 vehicles just north of the Apollo Way junction, and 11,400 south of Artmeis Drive.

3. Accident Analysis

- 3.1 As usual, a detailed analysis of the accidents which had occurred was carried out.
- 3.2 Between the roundabouts at each end there were a total of 15 reported Personal Injury Accidents (PIAs) in the three year study period (2004/5/6) resulting in a total of 27 casualties. In comparison with a number of similar urban distributor roads, Tachbrook Park Drive has a poor safety record, and it was decided that further investigation was appropriate.
- 3.3 The speed readings showed that near Apollo Drive, towards the northern end, the 24 hour average speed was 31.8 mph, with an 85%ile of 37.1 mph. Further south, near Artmeis Drive the figures were 33.9 mph and 39.9 mph. These are higher than desirable.
- 3.4 A study of the accident data and site inspections indicated that there was no obvious single factor which needed to be addressed. The road has a good alignment, there is excellent forward visibility along it and good visibility at the junctions. There are a significant number of side roads and private accesses along the road. 60% of the accidents involved turning movements.
- 3.4 Only two patterns could be deduced from the analysis of the accident statistics. Firstly, that shunt/turning accidents at junctions or accesses account for 60% of the total. Secondly, that excess speed was a factor in four (27%) of the accidents, three of which were shunts/turning.
- 3.5 It was therefore concluded that the likely cause of at least some of the accidents was a combination of:-
 - i) The good alignment and excellent visibility leading to higher than desirable speeds.
 - ii) The many turning movements taking place along the road.

4. The Proposals

- 4.1 Tachbrook Park Drive is an important distributor road for the area. It is a useful link for many drivers, particularly for journeys to and from work. As the number of turning movements at junctions and private accesses will remain high, the action which is most likely to reduce accidents is to attempt to reduce speeds, particularly of those who are significantly exceeding the 30 mph speed limit. It is therefore considered that a traffic calming system would be most appropriate.
- 4.2 Having considered various options, it is recommended that a system of speed cushions should be introduced along the length of Tachbrook Park Drive.
- 4.3 The scheme is shown on the drawing attached as **Appendix A** for Area Committee Members. It consists of 14 pairs of standard speed cushions spread along the length of the road, at an average spacing of about 70m. This will discourage speeding up between successive pairs of cushions. The cushions

have been located clear of any junctions and none would be in front of private accesses.

- 4.4 It is anticipated that the scheme will reduce average speeds to about 30 mph, but more importantly reduce the speed of the 15% of drivers who currently are exceeding about 38 mph.
- 4.5 Including the required road signs, the costs of design and consultation, the scheme will cost approximately £45,000. It would be funded from the Casualty Reduction (Local Safety Scheme) budget.

5. Consultations

- 5.1 An informal consultation was carried out from 8th February 2006 when a letter was sent out to all interested parties, including all business frontagers, enclosing a plan of the proposals. One objection was received to this consultation. A response letter was sent to this correspondent, clarifying some of the issues, and it was explained that if he still wished to make a formal objection, it should be sent in when the scheme was formally advertised.
- 5.2 The formal notice was published in the local press in April 2006, and notices were simultaneously posted all along the road.
- 5.3 No objections were received from Warwick District Council, Warwickshire Police, Warwickshire Fire and Rescue Service, the Ambulance Service, Stagecoach, The Freight Transport Association and others.
- 5.4 One formal objection was received. The objector to the earlier informal notice did not formally object.

6. The Objection

- 6.1 There was one formal objector who raised a number of questions. These are listed below together with responses:-

Question How many accidents have warranted this excessive expenditure?

Response As stated above, there were 15 injury accidents in 2004/5/6.

Question What will be the impact on the Emergency Services?

Response The Emergency Services have not objected. All ambulances and large fire tenders will be largely unaffected by the speed cushions, as these vehicles will be able straddle them. Stagecoach, the operators of the bus service along Tachbrook Park Drive, have not objected for similar reasons.

- Question** What will be the impact for the numerous huge car delivery vehicles to several car showrooms?
- Response** For similar reasons to those stated in 2. above, they will be largely unaffected.
- Question** Why should the vast majority of drivers be penalised by the few ignorant ones?
- Response** Unfortunately, this is nearly always the case. Traffic Calming and Casualty Reduction schemes are needed because too many drivers will not drive at appropriate speeds.
- Question** Have you thought of a simpler alternative?
- Response** We have examined all the usual alternatives. The objector refers to 'flashing 30 mph signs'. The problem with this option is that Tachbrook Park Drive is 1.2kms. in length. If, for example, three of these signs were erected, the costs could be similar to those of the proposed scheme, but long lengths of the road would remain untreated i.e. even if drivers did slow down at the signs, they would be likely to then speed up again. In addition, this type of sign should only normally be used after conventional methods have been installed and found not to be effective.

6.2 The objector also considers that the speed limit on Heathcote Lane, at the southern end of Tachbrook Park Drive, should be reduced from 40 mph to 30 mph. While there may be some merit in this suggestion, it is outside the remit of this Casualty Reduction Scheme.

7. Conclusion

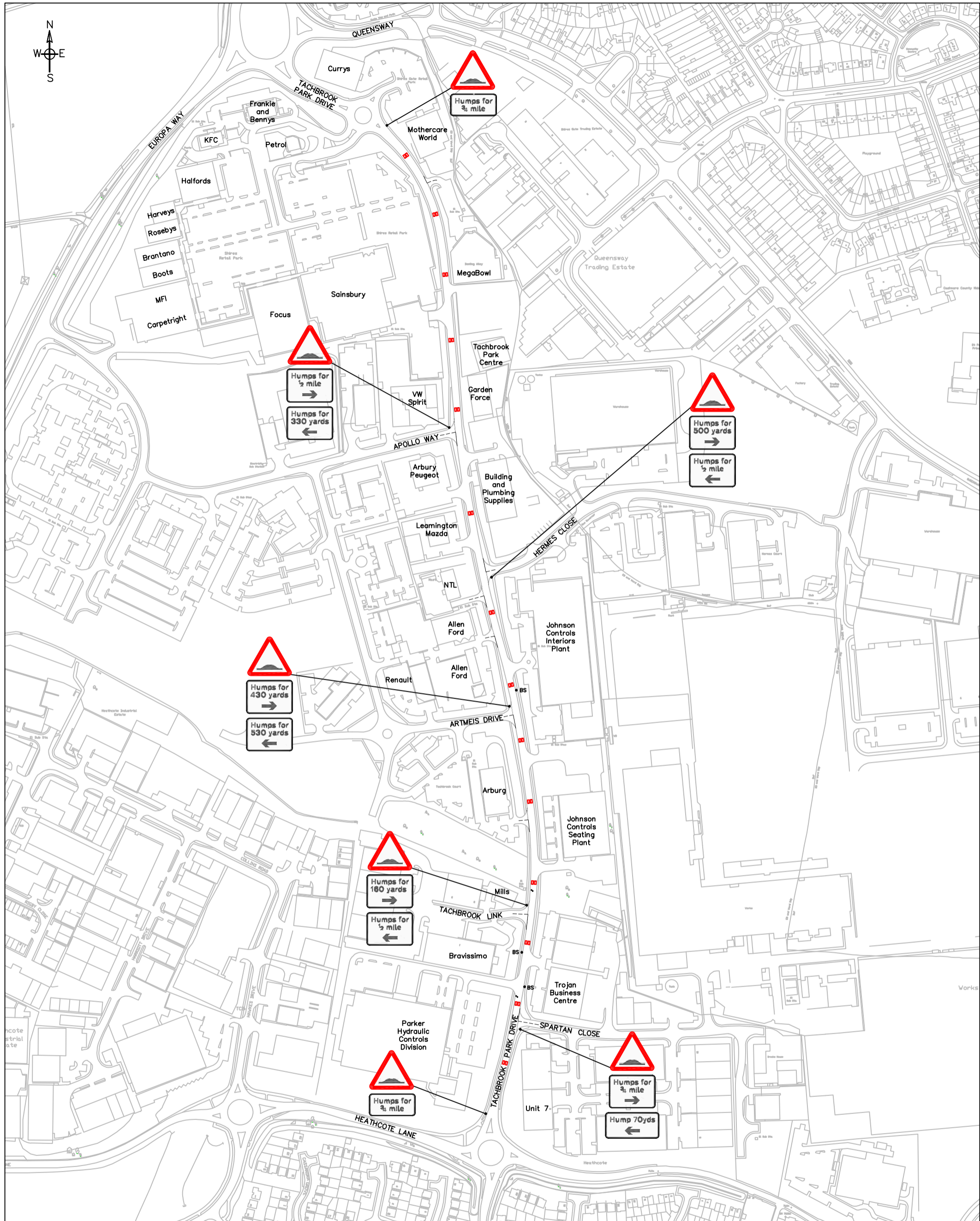
- 7.1 The proposal to introduce this scheme has been developed to address a continuing accident problem along Tachbrook Park Drive. The local Member fully supports the proposals.
- 7.2 It is therefore recommended that the proposals for Tachbrook Park Drive should be implemented as advertised.

8. Environmental Implications

- 8.1 The proposal will not result in any adverse environmental implications.

JOHN DEEGAN
Strategic Director for Environment and Economy
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21st June 2006



APPENDIX A

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WARWICK AREA COMMITTEE 11th JULY 2006
 TACHBROOK PARK DRIVE, LEAMINGTON SPA
 CASUALTY REDUCTION TRAFFIC CALMING SCHEME

Rev	Date	By	Ch'k	Amendment
01	04/2006	CAB		CUSHIONS REVISED

NOTES

Set of 2 Speed Cushions

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TITLE
 TACHBROOK PARK DRIVE
 TRAFFIC CALMING PROPOSALS

DRN
 CAB
 DATE
 FEBRUARY 2006
 SCALE
 1: 2500
 DRG. NO.
 SE-CAB-TPD-C1

COMMITTEE