

AGENDA MANAGEMENT SHEET

Name of Committee Warwick Area Committee

Date of Committee 13th March 2007

Report Title Talisman Square Development Traffic Consultation

Summary

Planning permission was granted in 2006 to redevelop Talisman Square, Kenilworth. The plans include a Waitrose supermarket, smaller shops and twelve residential flats. Planning conditions for this development set out that works on the local highway network to mitigate the developments impact must be completed prior to occupation. The finally identified works will be carried out under a Section 278 agreement. Without changes to the highway there would be an uncontrolled and unsafe flow of traffic on Bertie Road and Station Road, causing significant congestion and delay. There would also be a significant traffic impact on Southbank Road.

Three different options for managing the effects of traffic associated with the development have been developed in conjunction with stakeholders. These three options were the subject of a full public consultation (12th February - 2nd March). Results from the consultation will be presented verbally at the meeting.

Committee are asked to choose a preferred scheme and approve the advertising of Traffic Regulation Orders for that scheme.

For further information please contact

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Would the recommended decision be contrary to the Budget and Policy Framework?

Yes/No

Background Papers

Talisman Square Development – Traffic Consultation Supplementary Booklet.
Talisman Square Development – Traffic Consultation Questionnaire.

CONSULTATION ALREADY UNDERTAKEN:-

Details to be specified

- Other Committees
- Local Member(s) Councillor A Cockburn
(With brief comments, if appropriate) Councillor D Shilton
Councillor J Whitehouse – commends the report to the
Committee
- Other Elected Members
- Cabinet Member
(Reports to The Cabinet, to be cleared with
appropriate Cabinet Member)
- Chief Executive
- Legal I Marriott – comments noted and incorporated.
- 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 Following advertising of Traffic Regulation Orders
this Committee the proposed scheme and any objections will be
reported to this Committee.
- To Council
- To Cabinet
- To an O & S Committee
- To an Area Committee
- Further Consultation

Warwick Area Committee - 13th March 2007

Talisman Square Development Traffic Consultation

**Report of the Strategic Director for
Environment and Economy**

Recommendation

That the Committee:-

1. Are asked to endorse a preferred scheme (A presentation of the public consultation results and the detailed recommendation of Officers based on the analysis of consultation results will be provided at the meeting).
2. Approves the advertising of Traffic Regulation Orders as required for the preferred scheme.

1. Introduction

- 1.1 In mid 2006 Colbalt Estates Ltd were granted planning permission by Warwick District Council to redevelop Talisman Square, Kenilworth. The plans include a Waitrose supermarket, smaller shops and twelve residential flats.
- 1.2 As part of the planning conditions for this development works on the local highway network to mitigate its impact must be completed prior to occupation. At the time planning permission was granted an agreed set of works had not been identified and, therefore, the developer has also agreed to fund option development and public consultation. The finally identified works will be carried out under a Section 278 agreement.
- 1.3 The development is being promoted and supported by the Local Authorities because it is felt that it will have economic regeneration benefits for the town. However, due to the legal planning requirements that the conditioned works to the highway should be completed prior to occupation, and in order to meet the proposed programme for the redevelopment of the site, there is a constrained timescale for delivery of these works. Every reasonable effort is being made by the County Council to identify and deliver the required highway works in a timely fashion. In order to avoid excessive slippage to the delivery programme the Committee should note that the final detailed recommendations of Officers and results of the public consultation on the options for highway works will not be available until the Committee meeting. They will be presented in detail verbally at the meeting on 13th March.

- 1.4 Without changes to the highway there would be an uncontrolled and unsafe flow of traffic on Bertie Road and Station Road, causing significant congestion and delay. There would also be a significant traffic impact on Southbank Road. The increase of traffic on these roads combined with current junction design would have an adverse impact upon safety.
- 1.5 A plan showing the location of Talisman Square and area of development can be found in **Appendix A**. (Coloured copies attached for Members of the Committee only).

2. Option Development

- 2.1 The engineering consultancy Arup were engaged to help develop different options to mitigate the effects of the increased traffic levels on the local roads.
- 2.2 In order to ensure options would meet local needs and address key concerns as far as possible a series of meetings were held with key Kenilworth stakeholders including:-
 - (i) Kenilworth Town Council.
 - (ii) Warwick District Council.
 - (iii) The Kenilworth Society.
 - (iv) The Town Centre Partnership.
 - (v) The Kenilworth Chamber of Trade.
 - (vi) Residents of Central Kenilworth (ROCK).
- 2.3 These meetings proved invaluable in identifying three possible acceptable options and ensuring that wider public consultation materials fairly reflect local concerns.
- 2.4 During these meetings differing views were highlighted regarding which of the three options was considered the best. However, the meetings unambiguously established agreement that the three options were the best for consideration at wider public consultation.

3. Outline of Options

- 3.1 The following provides a brief outline of the options presented to public consultation. A detailed review is provided in the Background Paper, entitled Talisman Square Development Traffic Consultation which is, along with all other consultation materials, available on the Warwickshire website and will be circulated to all Committee Members directly. Copies of the consultation materials will also be provided at the Committee meeting. Schematic plans for each of the three options are provided in **Appendix B**. (Coloured copies attached for Members of the Committee only).
- 3.2 It is important to note that the predicted level of traffic in Kenilworth town centre will not be reduced by any of the three mitigation packages proposed. The options have been designed to route traffic so that the negative impacts can be minimised. It is inevitable that some roads will incur increased congestion in

order to facilitate enhanced road safety and improvements to pedestrian facilities, as well as accommodate additional development traffic.

3.3 **Common Elements** – There are a number of measures that are common to each of the three options, as outlined below:-

- (i) **One way northbound on Bertie Road (from Waverley Road to Bertie Court)** - This would include narrowed sections at both ends of the one way restriction to prevent traffic flow in a southbound direction. This addresses an existing safety issue for traffic exiting Bertie Road which would be significantly exacerbated by the development if no changes were made.
- (ii) **Narrowed section on Southbank Road near the junction with Station Road** - This will restrict traffic flow to one-way southbound and will prevent additional traffic attempting to exit the northern end of Southbank Road at a junction with poor visibility. This arrangement has the benefit of minimising changes to travel patterns for traffic accessing properties on Southbank Road.

Option 1

3.4 In addition to the common elements option 1 comprises of:-

- (i) A westbound one-way restriction along Station Road from its junction with Bertie Road to the service area access located on the northern side of Station Road (near junction with Waverley Road). Two-way access into Station Road from Waverley Road is permitted but only to allow access into the service area.
- (ii) A westbound one-way restriction along Station Road from Abbey End car park to Warwick Road.
- (iii) A right turn ban from Station Road into Warwick Road in order to encourage traffic heading north to use the route through Abbey End car park.

Option 2

3.5 In addition to the common elements option 2 comprises of:-

- (i) An eastbound one-way restriction along Station Road from its junction with Bertie Road to the service area access located on the northern side of Station Road (near junction with Waverley Road). Two-way access into Station Road from Waverley Road is permitted, but only to allow vehicle access to the service area.
- (ii) Junction improvements at the Station Road/Waverley Road junction to improve safety. Improvements would take the form of a priority junction or traffic signals.

- (iii) Closure of Station Road to vehicles (except for access, from the east only) between Abbey End car park and Warwick Road.

Option 3

3.6 In addition to the common elements option 2 comprises of:-

- (i) A eastbound one-way restriction along Station Road from the junction with Bertie Road to the service area access located on the northern side of station road (near junction with Waverley Road). Two-way access into Station Road from Waverley Road would be permitted but only to allow vehicle access to the service area.
- (ii) Junction improvements at the Station Road/Waverley Road junction to improve safety. Improvements would take the form of a priority junction or traffic signals.
- (iii) A westbound one-way restriction along Station Road from Abbey End car park to Warwick Road.
- (iv) A right turn ban from Station Road into Warwick Road to encourage traffic heading north to use Abbey End.

3.7 The differences between the three options relate to the treatment of Station Road and can be summarised as follows:-

	Direction of Travel		
	Option 1	Option 2	Option 3
Station Road East	One way westbound	One way eastbound	One-way eastbound
Station Road West	One way westbound	Road closed except for access	One way westbound

4. Impacts of Each Mitigation Package

4.1 Each of the options has a number of associated positive and negative impacts when compared to the current highway arrangements. These chiefly relate to the differing degrees of queuing and congestion created on:-

- (i) Warwick Road.
- (ii) Waverley Road at its junction with Warwick Road.
- (iii) Station Road at its junction with Warwick Road.

Also of note is the degree of improvement that can be provided to the pedestrian environment on Station Road between Talisman Square and Abbey End car park.

4.2 Whilst these are summarised in **Appendix C** (based on the detailed materials used in the public consultation) a simple qualitative table based summary is provided below. This is based on a professional assessment by Officers and

may not reflect the outcome of the public consultation exercise. However, it is important to note that each of the options is considered viable and will help to reduce the negative impact of increased traffic flows on Kenilworth Town Centre, helping to regenerate the town centre and promote the economic viability of Kenilworth. This is consistent with the objectives set out in second Local Transport Plan.

Change compared to introduction of development without highway mitigation; ✓ = positive; N = neutral; ✗ = negative			
Criteria	Option 1	Option 2	Option 3
Pedestrian environment and safety on Station Road near Warwick Road	✓	✓✓✓	✓✓
Congestion, traffic volume and safety on Station Road near Waverley Road	✓✓✓	✓	✓✓
Congestion, traffic volume and safety on Warwick Road	✗	✓	N
Congestion, traffic volume and safety on Waverley Road	N	✗	✓
Vehicular access/egress to the development (based on safety and convenience)	✓	✓✓	✓✓✓
Note: The assessment represents a simplified qualitative judgement of a range of complex issues and should not be interpreted as a scoring system, merely a guide to the effect of each option in relation to a number of key issues and areas of change.			

5. Improvements at the Station Road/Waverley Road Junction

- 5.1 In options two and three, Station Road east is proposed to be one-way eastbound. This will mean there is increased traffic flow exiting Station Road into Waverley Road. The current layout of this junction means that safety would be compromised if either of these options are pursued further.
- 5.2 Improvements at this junction are required to improve safety. Three options have been considered, a mini roundabout, traffic signals and an improved priority junction. Of these options, traffic signals and the priority junction are better in terms of safety.
- 5.3 The three options for this junction have been highlighted in the consultation material in order to gauge which solution the wider public would prefer to see.
- 5.4 A final recommendation will be made on the junction type as part of the detailed recommendation on the scheme, which will be made as part of the presentation to Committee.

6. Public Consultation

- 6.1 A full public consultation with residents, local businesses and other interested parties was conducted between 12th February and 2nd March 2007. A letter and a leaflet advertising the consultation was delivered to approximately 580 households and businesses in the affected area (Bertie Road, Station Road, Southbank Road, Waverley Road, Lockhart Close, Harger Court, Talisman Square and part of Warwick Road). A press release and radio promotion was undertaken and a full presentation of consultation materials (with response facility) was made available on the County Council's website. Leaflets advertising the consultation were distributed via a number of local outlets, including the Library, Boots, Woolworths, the veterinary clinic and the Rocking Horse coffee shop.
- 6.2 An exhibition detailing the three options was on display in Unit 3, Talisman Square for the duration of the consultation. Staff from Warwickshire County Council and Arup were available on site on two days and one evening (15th and 24th February) to answer more detailed questions.
- 6.3 A supplementary booklet was produced in conjunction with the stakeholders and this was designed to provide more detailed information to interested parties. The supplementary booklet and the questionnaire was available from Kenilworth Library.
- 6.4 Results of the consultation will be verbally reported at the meeting.

7. Next Steps

- 7.1 All comments, views and ideas received during the public consultation will be analysed and these results will be presented verbally at the meeting. If the Committee approves the advertising of Traffic Regulation Orders (TROs) as required for the preferred scheme, the TROs required to implement the favoured option will be written and consulted on with the public and statutory bodies.
- 7.2 An agreement to secure developer funding for the construction of the scheme will be secured once approval to advertise the TROs is granted. This will take the form of a Section 278 agreement.
- 7.3 Following the confirmation of the TROs detailed design of junctions and other measures (e.g. traffic calming measures) will be carried out prior to the construction of the preferred option.
- 7.4 Construction of the preferred option is scheduled to start in late 2007/early 2008. Communication is ongoing with Severn Trent Water to ensure minimum disruption to the town centre during the construction period.

8. Recommendation

- 8.1 (i) The Committee are asked to endorse a preferred scheme (A presentation of the public consultation results and the detailed recommendation of Officers based on the analysis of consultation results will be provided at the meeting)
- (ii) That the Committee approves the advertising of Traffic Regulation Orders as required for the preferred scheme.

JOHN DEEGAN
Strategic Director for Environment and Economy
Shire Hall
Warwick

26th February 2007

Warwick Area Committee - 13th March 2007

Talisman Square Traffic Consultation

Plan showing the location of Talisman Square and area of development



Plan of Development

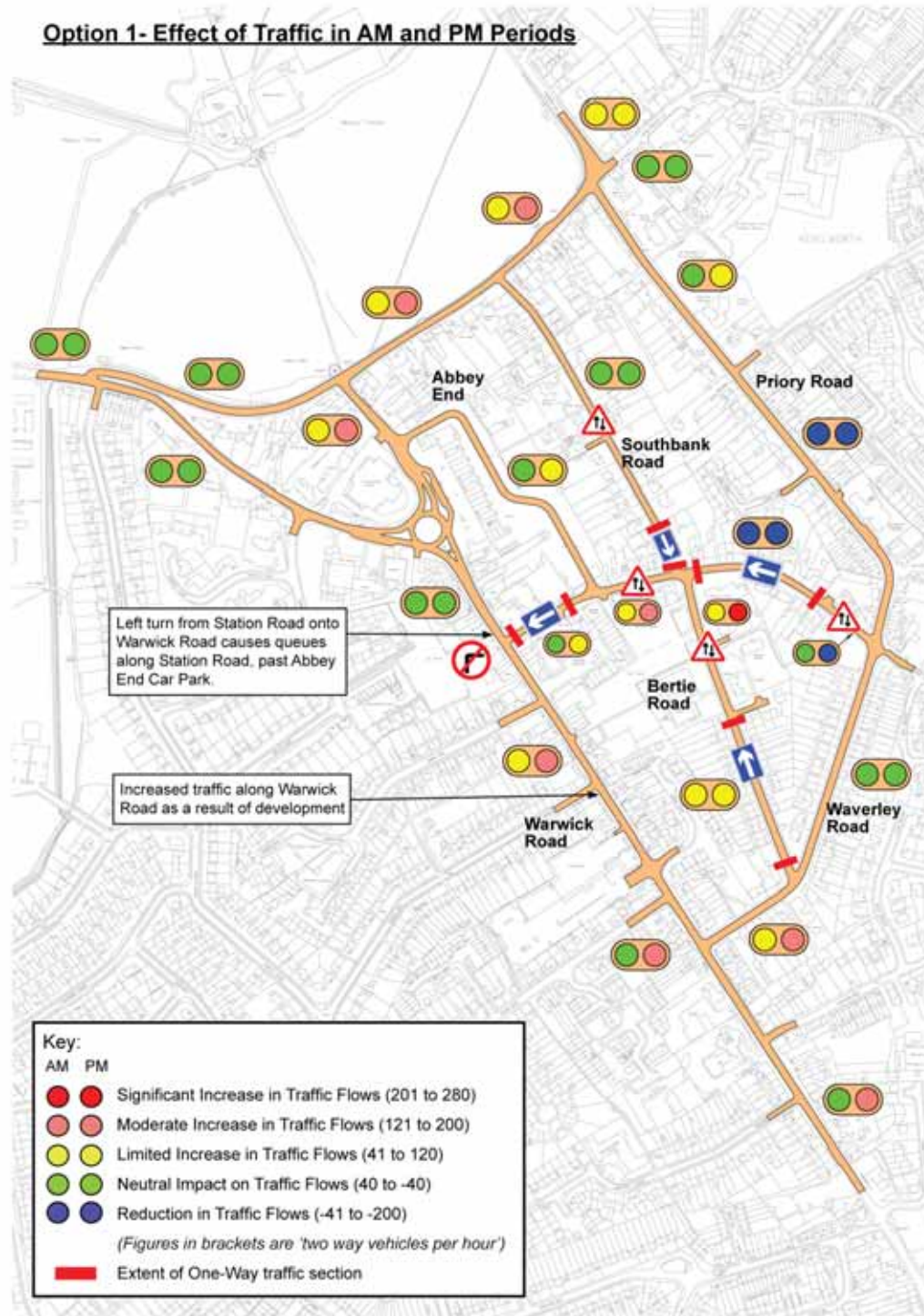


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Talisman Square Development Traffic Consultation

Schematic plans for each option

Option 1

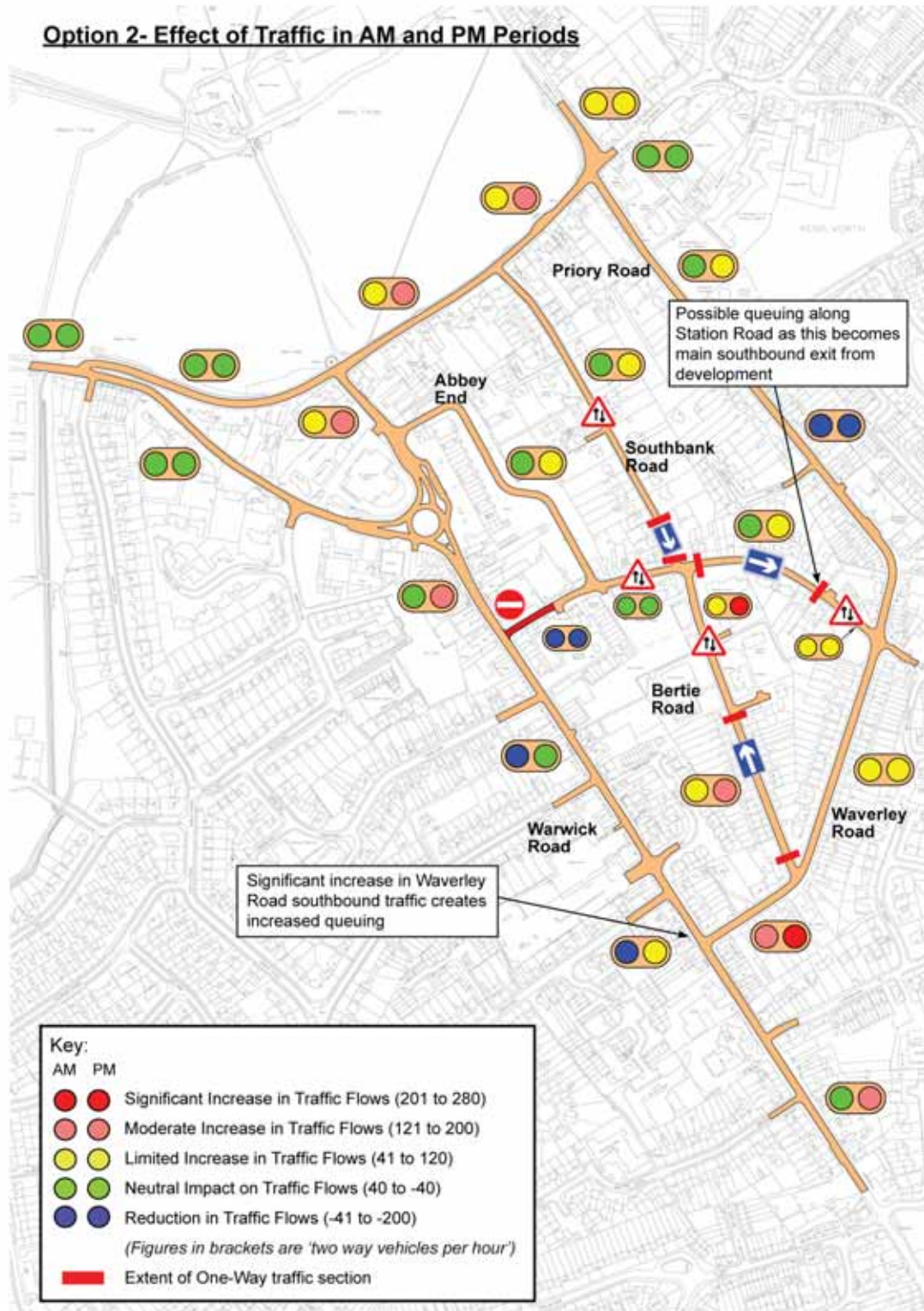


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Talisman Square Development Traffic Consultation

Schematic plans for each option

Option 2

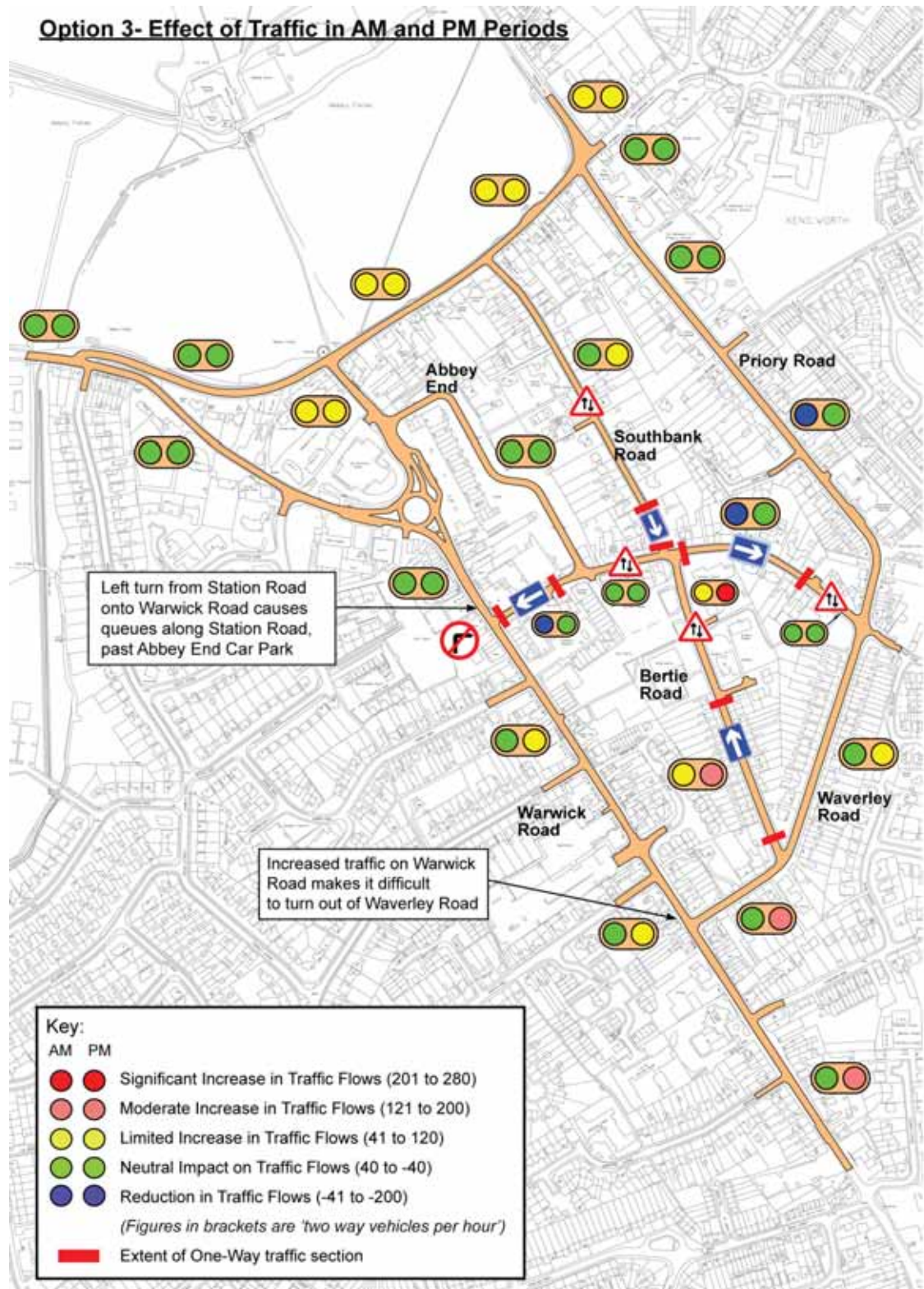


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Talisman Square Development Traffic Consultation

Schematic plans for each option

Option 3



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Talisman Square Development Traffic Consultation

Positive and Negative Impact of the Three Options

Option 1: Positive Impacts

- Visibility problems at the junction of Bertie Road and Waverley Road are significantly improved by the introduction of a one-way system. Safety is also improved at the junction of Station Road/Waverley Road.
- Traffic flow on Southbank Road is restricted due to the introduction of a one-way gate located at the southern end of Southbank Road. Traffic on Bertie Road is also limited as much as possible.
- Inclusion of a wider pavement on part of Station Road, thereby improving the pedestrian environment.
- Restriction of traffic flow, caused by on-street parking, along Station Road is resolved by the introduction of a one-way system.

Option 1: Negative Impacts

- Increased traffic flow on Station Road may block the exit from Abbey end Car park and result in congestion, with traffic queuing to exit into Warwick Road.
- Introduction of a one-way system would result in increased traffic flow on Station Road. This would make it more difficult for pedestrians to cross between the northern and southern halves of the town.

Option 2: Positive Impacts

- Visibility problems at the junction of Bertie Road and Waverley Road are significantly improved by the introduction of a one-way system.
- Traffic flow restriction on Station Road caused by on-street parking resolved by the introduction of a one-way system.
- Significantly improved pedestrian environment along the western section of Station Road and improved links between the northern and southern halves of the town.
- The proposed one-way system routes traffic away from the busiest section of Warwick Road.

Option 2: Negative Impacts

- Significantly increased queuing on Waverley Road at the junction with Warwick Road.
- Safety issue at the Station Road/Waverley Road junction. The safety issue could be resolved by the introduction of traffic signals, but this would significantly increase the cost of the overall scheme.

Option 3: Positive Impacts

- Visibility problems at the Bertie Road/Waverley Road junction is improved by the introduction of a one-way system.
- Traffic flow restriction caused by on-street parking along Station Road is resolved by a one-way system.
- Traffic flow along Southbank Road is restricted through one-way gate at southern end.
- Wider pavement along Station Road improves pedestrian environment.

Option 3: Negative Impacts

- Safety issue at the Station Road/Waverley Road junction. The safety issue could be resolved by the introduction of traffic signals, but this would significantly increase the cost of the overall scheme.
- Westbound traffic on Station Road may occasionally block the Abbey End car park exit. This would force traffic to use the eastern section of Station Road to gain access onto Waverley Road, which may result in further queuing there.