

AGENDA MANAGEMENT SHEET

Name of Committee	Warwick Area Committee
Date of Committee	25 September 2007
Report Title	Talisman Square Development - Traffic Regulation Order/Traffic Calming Consultation
Summary	<p>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.</p> <p>Without the identified changes to the highway there would be an unrestrained 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. Following a public consultation, a scheme was identified and approved by Warwick Area Committee in March 2007. Traffic Regulation Orders have been advertised. A total of thirteen people have provided comments about the scheme with four of these being official objections to elements of the scheme.</p> <p>Although the final exact design of the scheme is subject to detailed design work, Committee are asked to approve the construction of the identified scheme as set out in drawings SK001-SK006 and the Legal Public Notice and confirm that the Traffic Regulation Orders be made as advertised, with the exception of three minor amendments and any other additional minor amendments necessary resulting from recommendations made in the Safety Audit.</p>
For further information please contact	Vicky Porter Transport Planner Tel. 01926 76 5684 victoriaporter@warwickshire.gov.uk

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
- Local Member(s) Councillor A Cockburn
(With brief comments, if appropriate) Councillor D Shilton
Councillor J Whitehouse
- Other Elected Members
- Cabinet Member
(Reports to The Cabinet, to be cleared with appropriate Cabinet Member)
- Chief Executive
- Legal S Cammish, I Marriott – comments incorporated
- Finance
- Other Chief Officers
- District Councils Warwick District Council – no response received.
- Health Authority Ambulance Trust – no response received.
- Police No response received.
- Other Bodies/Individuals Public consultation regarding the scheme overall took place in March 2007. Traffic Regulation Order/Traffic Calming statutory consultation has been undertaken and responses from residents of Kenilworth have been received. Other groups that have been consulted include Kenilworth Town Council, Stagecoach, Freight Transport Association, National Farmers Union and the Fire Service.

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 - 25 September 2007

**Talisman Square Development - Traffic Regulation Order
Consultation**

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

Recommendation

That Area Committee approve the construction of the scheme as set out in drawings SK001 – SK006 and the Legal Public Notice as included in **Appendix A** and confirm that the Traffic Regulation Orders be made as advertised, with the exception of three minor amendments as set out in 2.1.7 and any other additional minor amendments necessary resulting from recommendations made in the Safety Audit.

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 are required to help mitigate the impact. Works must be completed prior to occupation.
- 1.3 Without changes to the highway there would be an unrestrained 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.
- 1.4 To develop a scheme that meets local needs and addresses key concerns as far as possible, meetings were held with Kenilworth stakeholders to develop three different scheme options. In March 2007, the three proposed options were the subject of a full public consultation in order to identify a scheme that had the most public support.
- 1.5 Option 3 emerged as the most popular scheme. Amendments were incorporated into the scheme as a result of comments received during the public consultation. The final proposed scheme was presented to Warwick Area Committee in March and approval was given to advertise the relevant Traffic Regulation Orders and Traffic Calming measures.

- 1.6 In July 2007 (following discussion at Area Committee) the contents of the Section 278 agreement were agreed with the developer. Cobalt Estates Ltd has agreed to meet the full cost of the scheme as set out below with the exception of the puffin crossing on Priory Road. At this point, the Developer formally invited Warwickshire County Council Design Services to undertake detailed design work and the construction of the scheme.

2. Scheme Overview

- 2.1 The proposed scheme consists of the following elements:-

Changes to Direction of Traffic Flow and Changes to Turning Movements

- 2.1.1 The introduction of one way traffic in a northbound direction on Bertie Road from the junction with Waverley Road to a point 35 metres south of the junction with Station Road.
- 2.1.2 The introduction of a short (11 metre) one way section on Southbank road (from the junction with Station Road) with traffic flow in a southbound direction.
- 2.1.3 The introduction of one way traffic flow in an easterly direction on Station Road between the junctions with Bertie Road and Waverley Road.
- 2.1.4 The introduction of one way traffic flow in a westerly direction on western section of Station Road.
- 2.1.5 Introduction of a right turn ban from Station Road into Warwick Road.
- 2.1.6 Introduction of a right turn ban from Waverley Road into Warwick Road.
- 2.1.7 A variation of the parking arrangements on Bertie Road as set out in the Schedule in **Appendix A**. The variations will result in an increase of approximately six parking spaces overall based on the current layout. Further to detailed design work being carried out it has become apparent that the variations to parking restrictions as set out in the Schedule need to be amended slightly. In particular points i, ii and iii:-

- (i) North-east side – extension of no waiting at any time restriction covering the entrance to Bertie Court by an additional 6.5 metres in a north-westerly direction.

The extension of no waiting at any time restriction will be extended by an additional 10 metres rather than the advertised 6.5 metres.

- (ii) South-west side – no waiting at any time restriction from a point opposite the northern end of the proposed extension at (i) above, south-eastwards for a distance of 11 metres.

The extension of the no waiting at any time restriction will be extended by a distance of 12 metres rather than the advertised 11 metres.

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- (iii) South-west side – extension of the northern end of the pay & display parking place by an additional 39 metres in a north-westerly direction.

The pay and display parking will be extended by an additional 34 metres rather than 39 metres. This amendment is minor and will result in the loss of one car parking space.

2.1.8 Advice sought from legal services clarified that these amendments can be classified as a minor and therefore it is not deemed necessary to re –consult statutory organisations and members of the public.

2.2 Traffic Calming Measures

2.2.1 An integral part of the scheme is the introduction of a number of traffic calming measures, these are required to help reduce vehicle speeds and improve safety for pedestrians and motorists.

2.2.2 Bertie Road

- (i) Kerb build out at the exit of the one way section.
- (ii) Two kerb build outs with flat top traffic calming tables located just north of Bertie Court and at the entrance into the road. It may be necessary to construct the traffic calming table at the entrance into the road at a distance of 23 metres from the junction of Waverley Road rather than the advertised distance of 18 metres, as a result of recommendations made in the Safety Audit. If this amendment is deemed necessary we will re consult with key organisations and members of the public who are directly affected.

2.2.3 Southbank Road

- (i) Kerb build outs at the exit of the one way section and the introduction of a contra-flow cycle lane to allow cyclists travelling from the south to the north of the town an uninterrupted route.

2.2.4 Station Road

- (i) Widening of the pavement on one side in the western section of station road.
- (ii) The introduction of a zebra crossing 20 metres east of the entrance to Abbey End car park.
- (iii) Kerb build outs at the entrance to the one way section at the junction of Bertie Road and at the exit of the one way section at the junction with Waverley Road.

2.2.5 Priory Road

- (i) A puffin crossing 14 metres north of the junction with Station Road.

3. Traffic Regulation Order and Traffic Calming Consultation

- 3.1 Consultation packs were delivered to approximately 450 households likely to be affected by changes to the road layout (Bertie Road, Station Road, Southbank Road, Waverley Road, Lockhart Close, Harger Court, Talisman Square and part of Warwick Road). In addition, information and plans were available on the Warwickshire website, in Kenilworth Library, at the District Council offices in Leamington and at Shire Hall, Warwick. Traffic Regulation Orders and Traffic Calming notices were published in the local newspapers.
- 3.2 Objections and comments about the scheme could be made during a statutory three week consultation period. The closing date for objections to be received was the 24 August 2007. All relevant objections and comments received by this date have been incorporated into this report.
- 3.3 A total of thirteen responses were received from local Kenilworth residents. Of these, four respondents objected to one or more elements of the scheme, the remaining nine respondents made comments/asked questions that directly or indirectly related to the scheme. No respondent was against the whole scheme in principle and the majority were supportive of the scheme overall.

Comments and Objections Received

Parking Issues

- 3.4 Two respondents expressed concern about the quantity of parking available in Kenilworth, specifically on Bertie Road. It must be noted that the scheme will actually increase the amount of parking available on Bertie Road by approximately seven spaces. In addition the development will create an additional 150 off-street car park spaces. Two respondents were concerned with general on-street car parking issues, in particular that the level of free on street car parking within the town centre has been reduced. These issues are related to the recently introduced decriminalisation of parking enforcement in Kenilworth and is outside the remit of this scheme/consultation. These comments have been forwarded to the Traffic Projects Group.

Speed Issues

- 3.5 Three respondents commented about perceived excess speed that vehicles travel at along Waverley Road and Priory Road. If there is a persistent speed issue after the development has been completed the installation of a Vehicle Activated Sign (VAS) may be appropriate. Department for Transport guidance does not allow us to put up a VAS as part of the scheme due to a lack of historic speed data. The Safety Engineering Team has been made aware of the issue and appropriate work will be carried out.

Pedestrian Issues

- 3.6 No respondent objected to the puffin crossing on Priory Road in principle. However, two respondents did object and one respondent commented about the location of the crossing. Respondents objected on the grounds that the proposed crossing is located too close to the bend in the road. Comments were also received from two respondents who believe that the scheme will compromise pedestrian safety on Waverley Road. They wish to see the pedestrian crossing on Priory Road relocated to Waverley Road or an additional crossing provided on Waverley Road.
- 3.7 Despite these objections/comments, the Stage 1 Safety Audit of the scheme did not deem the position of the puffin crossing to be unsafe. Additionally, the crossing has been placed in a position where it is anticipated the majority of people will want to cross the road. To move the location of the crossing away from the desired crossing point would compromise the safety of pedestrians who will still choose to cross at this point, regardless of the location of the puffin crossing. The crossing is also likely to be used by children using the school in Priory Road. Due to low levels of pedestrian movement on Waverley Road an additional crossing Waverley Road is difficult to justify and cannot be directly attributable to the development.
- 3.8 One comment was received about the narrow width of the footway along the whole of Station Road. The respondent wishes the footway to be widened along the whole of Station Road. In response, although it would be beneficial to widen the footway along the whole of Station Road works are limited to what can be deemed as reasonable and directly related to the development. The developer has agreed to fund the widening of the footway at the Warwick Road end of Station Road which will have a positive impact on the pedestrian environment and pedestrian safety.
- 3.9 One respondent commented about the lack of a formal crossing point on Bertie Road. This point was raised by a number of people during the public consultation in March 2007. Traffic flows on Bertie Road are too low to justify a formal pedestrian crossing point. However, the road narrowing at the top of Bertie Road (as shown on drawing SK002) will provide an informal crossing point for pedestrians. The reduced road width at this narrowing combined with the fact that traffic will only be travelling in one direction will make it easier for pedestrians (especially the residents of Tannery Court) to cross Bertie Road.

One Way Proposals/Traffic Flow Issues

- 3.10 One respondent commented that the length of the one way section on Bertie road is too long and that they would prefer it to run from the junction with Waverley Road to the entrance to Bertie Court. This option was originally included in the scheme but was amended due to the likelihood of a high number of vehicles using Bertie Court to turn round in. There was a high level of support for this amendment at the public consultation in March 2007.
- 3.11 Two respondents objected to the proposed right turn filter lane on Warwick Road to access Waverley Road and the safety implications for pedestrians crossing

Waverley Road/Warwick Road. One respondent feels that the number of vehicles which are likely to turn right at this junction will cause increased congestion on Warwick Road. They propose the introduction of traffic signals to help reduce congestion and provide a safe crossing point for pedestrians. The other respondent believes there is not enough room on the highway to accommodate an additional lane which will be conducive to an increase in accidents.

- 3.12 The possibility of providing signals at this junction was examined during the scheme development. This concluded that it is not feasible as there is not enough space. A right turn filter lane (which has been designed to meet minimum design standards) is proposed to improve the flow of traffic on Warwick Road and help mitigate against increased congestion. In addition the public and stakeholder groups were against the inclusion of a signalised junction due to current congestion problems that are perceived to be attributable to the traffic lights at Sainsbury's.
- 3.13 Two objections were received regarding the one way proposals. One respondent objected in general, overall terms, and suggested that the proposed prohibited right turn from Station Road on to Warwick Road be removed and the width of the junction maintained to allow for a dedicated right turn lane. The other objection was specific to the one way eastbound traffic flow on the eastern section of Station Road on the grounds that a higher volume of traffic will exit Station Road into Waverley Road, and the one way section on Southbank Road. The respondent believes that as a result of the introduction of a one way system, there will be an increased risk of accidents at the Station Road/Waverley Road junction and at the Abbey Hill/Rosemary Hill junction due to more traffic travelling north along Priory Road.
- 3.14 In view of these objections it should be appreciated that the one way proposals may not be agreeable to all and may be inconvenient for some residents, however the one way proposals included in the scheme are the result of much dialogue and consultation with the public and stakeholder groups. To allow traffic to turn right from Station Road in to Warwick Road is likely to cause congestion along Station Road, which, at peak times may block the entrance/exit to the Abbey End Car Park. An integral part of the scheme is the widening of the footway in Station Road to improve the pedestrian safety and the pedestrian environment. Providing a dedicated right turn lane for traffic exiting Station Road in to Warwick Road would mean that these pedestrian improvements would not be viable.
- 3.15 It is acknowledged that there will be increased traffic flow exiting Station Road into Waverley Road. During the development of the scheme three different options were considered, a mini roundabout, traffic signals and a priority junction. Of these three options, a preliminary safety audit deemed the mini roundabout to be less safe than the other two options. Traffic flows are not high enough to warrant the inclusion of traffic signals and therefore is not financially viable. We have proceeded with the priority junction as a result of comments received at the public consultation in March 2007.

- 3.16 Traffic modelling has indicated that there may only be a small increase in traffic travelling northbound on Priory Rd. This increase will be minimal as drivers will try to avoid the Rosemary Hill/Abbey Hill/Priory Road junction due to the difficulty of exiting from Priory Road and the associated perceived safety issues. Traffic leaving the development travelling northbound are likely to exit via the preferred route through Abbey End Car Park. Traffic from the north entering the development site/town centre will no longer be able to travel via Station Road. Some traffic from the north may wish to access the site from Berite Road, but this is likely to be minimised. The most likely routes will be via Southbank Road or Abbey End car park. Therefore the southbound flows on Priory Road are likely to fall. When this increase in northbound traffic flow is considered in terms of two-way total flow, there is actually an overall reduction in traffic on Priory Road.

Traffic Calming and Congestion Issues

- 3.17 Two respondents objected about the inclusion of traffic calming measures in the overall scheme and one respondent wishes to see a blanket 20 mph speed limit introduced rather than the implementation of traffic calming measures. In response, it is appreciated that some people may not favour the introduction of traffic calming measures, however, the overall response among those who attended the public consultation was that such measures were required. Without traffic calming measures it is likely that vehicle speed along Bertie Road and Station Road is likely to increase.
- 3.18 One respondent objects to the scheme overall on the grounds that traffic and congestion will increase. It is important to note that there will be increased traffic levels as a result of more people visiting the town centre as a result of the development. The scheme will not reduce the traffic level associated with the development, the scheme has been designed to manage traffic so that the negative impacts can be minimised as far as possible. 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.
- 3.19 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.

4. Conclusion

- 4.1 The new development will result in increased traffic levels, especially at peak time. Although the proposed scheme will not reduce the traffic level associated with the development, it has been designed to manage traffic so that the negative impacts can be minimised as far as possible.

JOHN DEEGAN
Strategic Director for Environment and Economy
Shire Hall
Warwick

14 September 2007



WARWICKSHIRE COUNTY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984 & HIGHWAYS ACT 1980

**THE WARWICKSHIRE COUNTY COUNCIL (VARIOUS ROADS, KENILWORTH)
(TRAFFIC REGULATION) ORDER 2007; AND**

**THE WARWICKSHIRE COUNTY COUNCIL (DISTRICT OF WARWICK) (PERMITTED
PARKING AREA AND SPECIAL PARKING AREA) (WAITING RESTRICTIONS, ON STREET
PARKING PLACES AND RESIDENTS' PARKING) (CONSOLIDATION) (VARIATION NO. 1)
ORDER 2007**

Warwickshire County Council propose to make the above named Orders under the Road Traffic Regulation Act 1984, the effect of which will be to:-

- (i) introduce one way traffic flow (in a northerly direction only) on Bertie Road, Kenilworth from its junction with Waverley Road to a point 35 metres south of its junction with Station Road;
- (ii) introduce one way traffic flow (in a southerly direction only but with contra-flow cycle lane) on Southbank Road, Kenilworth from a point 11 metres north of its junction with Station Road, to its junction with Station Road;
- (iii) introduce one way traffic flow (in an easterly direction only) on Station Road, Kenilworth between its junctions with Bertie Road and Waverley Road;
- (iv) introduce one way traffic flow (in a south-westerly direction only) on Station Road, Kenilworth from a point 54 metres north-east of its junction with Warwick Road, to its junction with Warwick Road;
- (v) prohibit vehicles from turning right from Station Road, Kenilworth into Warwick Road, Kenilworth;
- (vi) prohibit vehicles from turning right from Waverley Road, Kenilworth into Warwick Road, Kenilworth; and
- (vii) vary the waiting restrictions and pay & display parking places which commence on 6 August 2007 as described in the Schedule below.

As part of the above proposals it is also proposed to introduce the following **traffic calming measures**:-

Bertie Road, Kenilworth

- (i) kerb build-out at the exit of the one-way section; and
- (ii) two kerb build-outs with road humps located north of the access to Bertie Court and 18 metres north of the junction with Waverley Road. The road humps would measure 75 mm above the finished road surface and would have a flat top with straight ramps (gradient 1:15)

Southbank Road, Kenilworth

Kerb build-outs at the exit of the one-way section at the junction with Station Road and contra-flow cycle lane.

Station Road, Kenilworth

- (i) kerb build-outs at the entrance to the one way section at the junction of Bertie Road, and at the exit of the one-way section at the junction with Waverley Road;
- (ii) pavement widening on one or both sides of Station Road; and
- (iii) a zebra crossing – 20 metres east of its junction with the Abbey End car park access road.

Priory Road, Kenilworth

Puffin crossing - 14 metres north of its junction with Station Road.

A copy of the proposed Orders, together with a copy of an order to be varied, plans showing the lengths of road affected and a statement of the Council's reasons for proposing to make the Orders may be inspected at the Main Reception, Shire Hall, Market Place, Warwick and at the Warwick District Council, Riverside House, Milverton Hill, Leamington Spa on Mondays to Fridays inclusive, during normal office hours and at the Public Library, Smalley Place, Kenilworth during library opening hours.

Any enquiries relating to the proposals may be made to Vicky Porter, Environment & Economy Directorate (Tel. 01926 735684).

Objections to the proposals, which must be in writing and must specify the grounds on which they are made, must be sent so as to be received by the undersigned by 24 August 2007.

SCHEDULE

(Variations to new waiting restrictions & parking places)

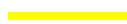

Bertie Road, Kenilworth

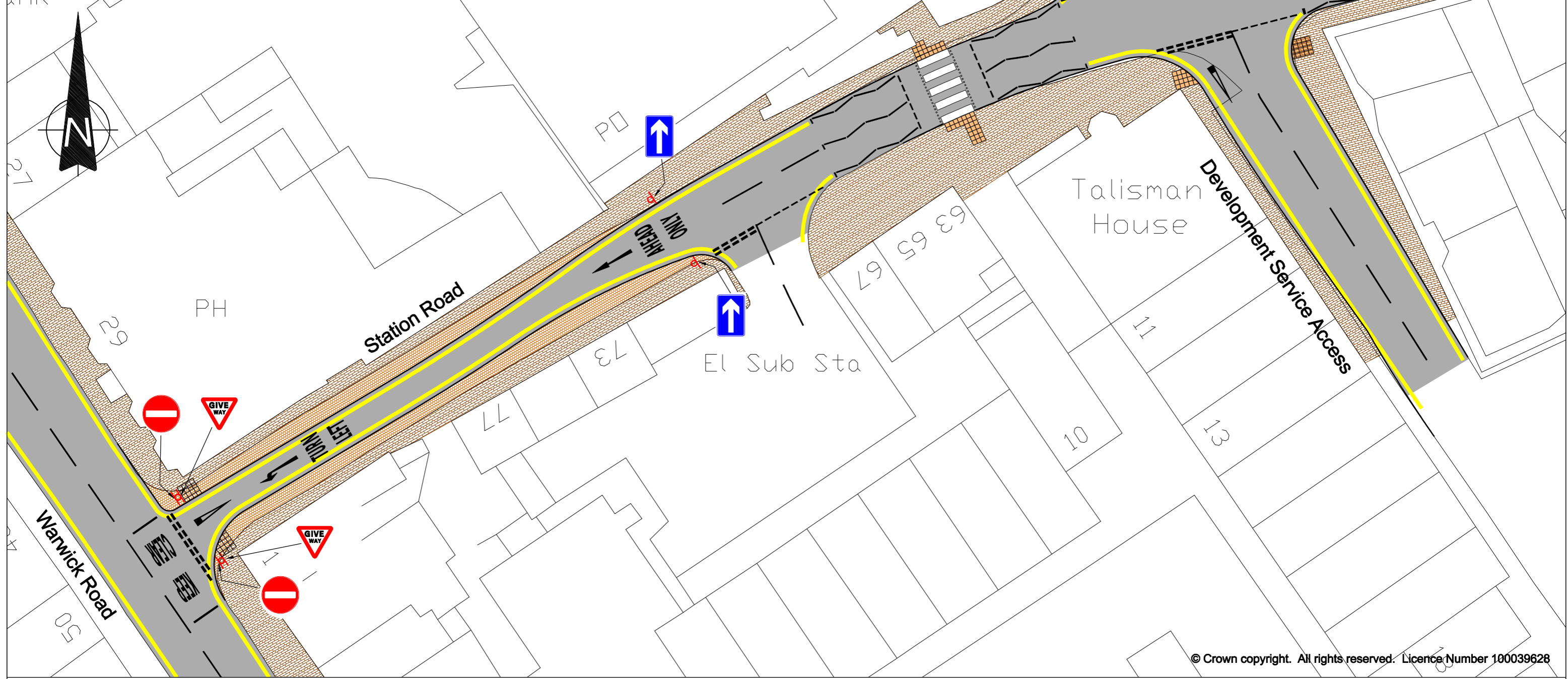
- (i) north-east side – extension of no waiting at any time restriction covering the entrance to Bertie Court by an additional 6.5 metres in a north-westerly direction.
- (ii) south-west side – no waiting at any time restriction from a point opposite the northern end of the proposed extension at (i) above, south-eastwards for a distance of 11 metres.
- (iii) south-west side – extension of the northern end of the pay & display parking place by an additional 39 metres in a north-westerly direction.
- (iv) north-east side – proposed pay & display parking place from a point opposite the northern end of the proposed extension at (iii) above, south-eastwards for a distance of 16 metres.

D G CARTER
Strategic Director of Performance & Development

Shire Hall
Warwick
3 August 2007

KEY

-  NO WAITING AT ANY TIME (DOUBLE YELLOW LINES)
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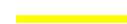





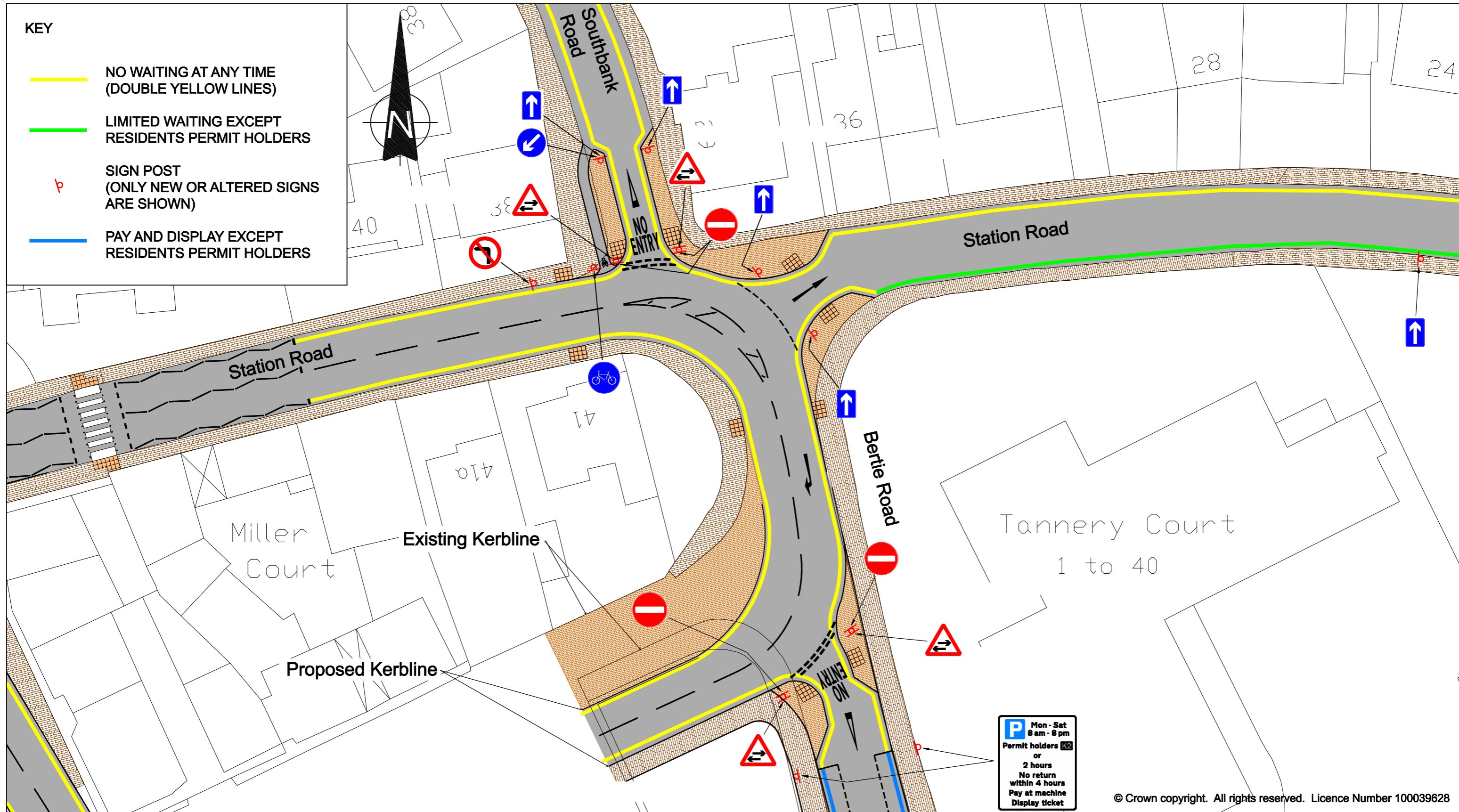
Job Title
**Talisman Square
 Kenilworth**

Drawing Title
**Proposed TROs
 - One way section along
 Station Road West**

Scale at A4 1:500		
Plot ID		
Drawing Status		
Information		
Job No	Drawing No	Issue
120851-38	SK001	02

KEY

-  NO WAITING AT ANY TIME (DOUBLE YELLOW LINES)
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Client



Job Title

Talisman Square
Kenilworth

Drawing Title

Proposed TROs
- Junction between Bertie
Road and Station Road

Scale at A4
1:500





Plot ID

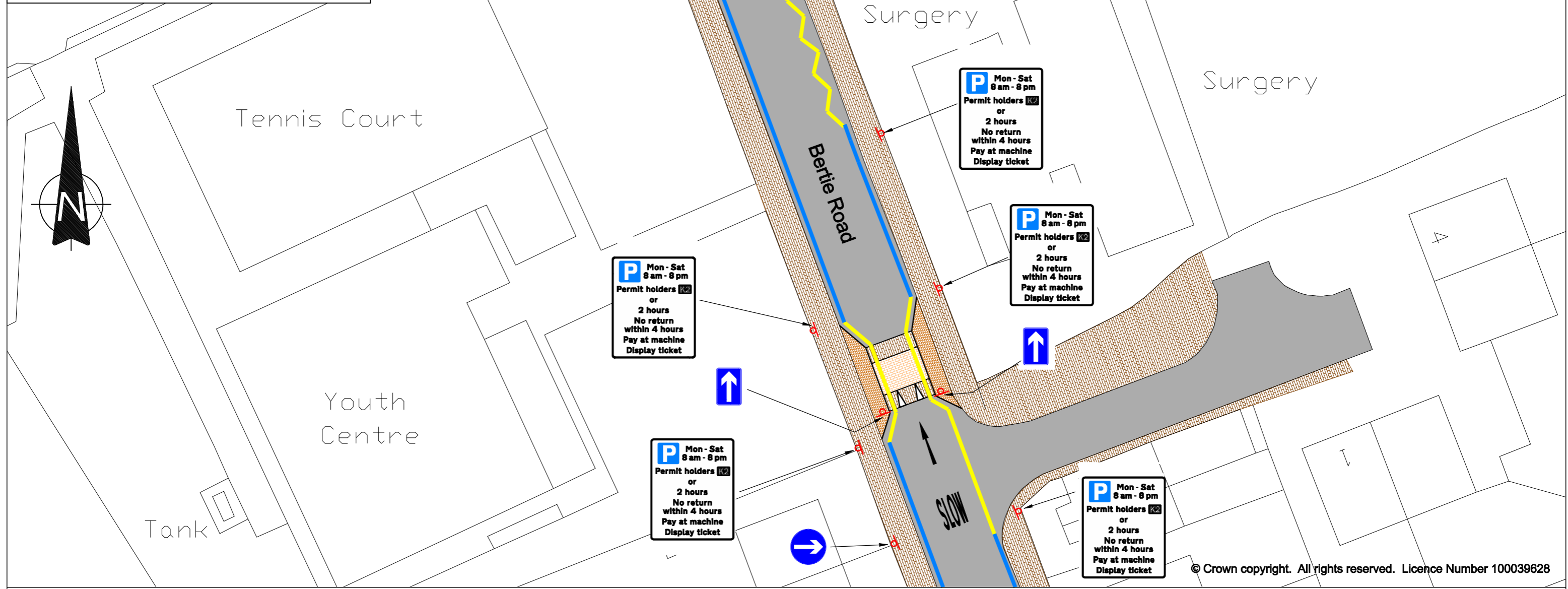
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Information

Job No	Drawing No	Issue
120851-38	SK002	02

KEY

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Client



Job Title

Talisman Square
Kenilworth

Drawing Title

Proposed TROs
- Flat top road hump
along Bertie Road
adjacent to Bertie Court

Scale at A4 1:500

Plot ID

Drawing Status

Information

Job No

120851-38





Drawing No

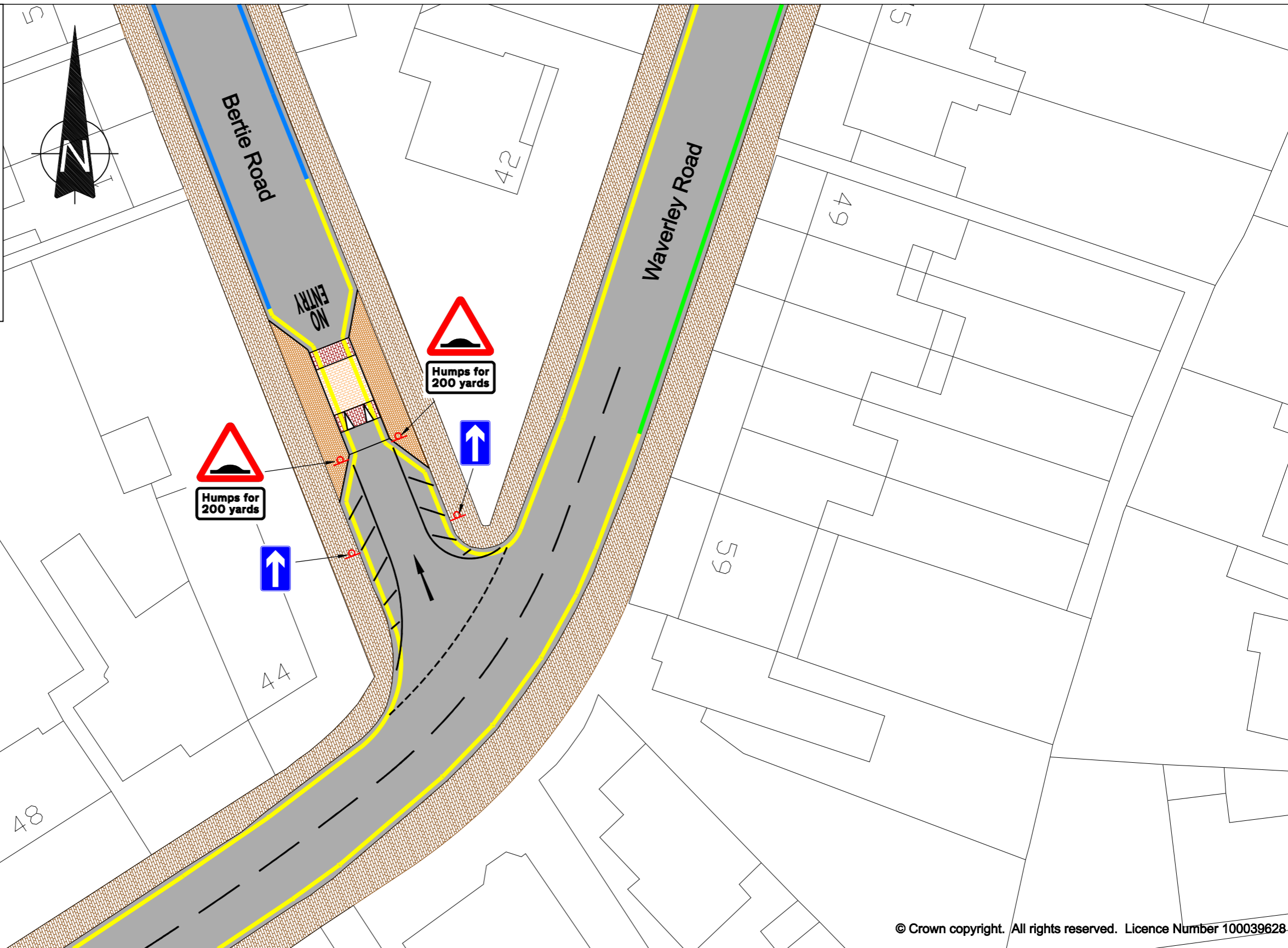
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Issue

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Client



Job Title

Talisman Square
Kenilworth

Drawing Title

Proposed TROs
- One way narrowing at
southern end of Bertie
Road

Scale at A4 1:500

Plot ID

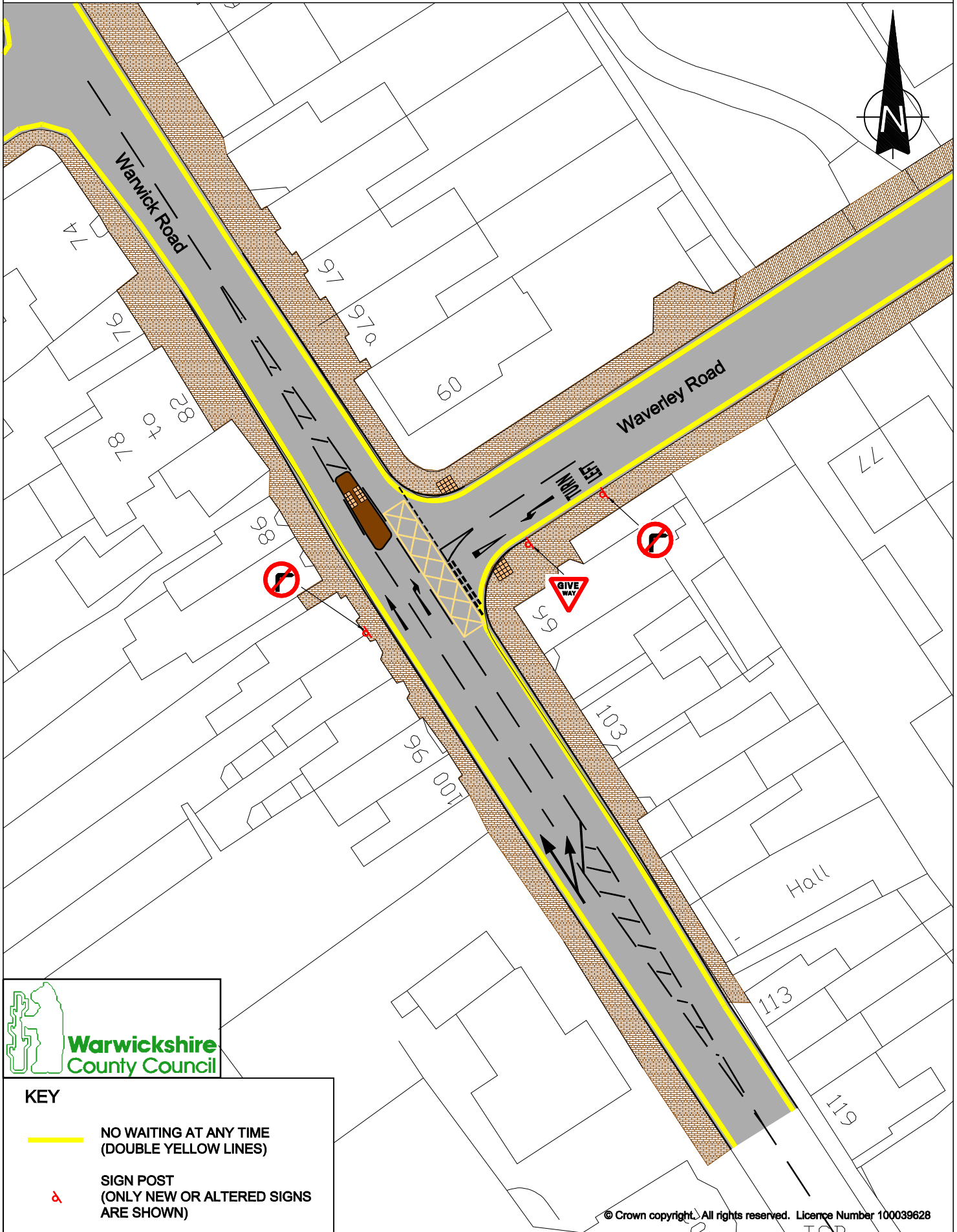
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Information

Job No
120851-38

Drawing No
SK004



Issue
02

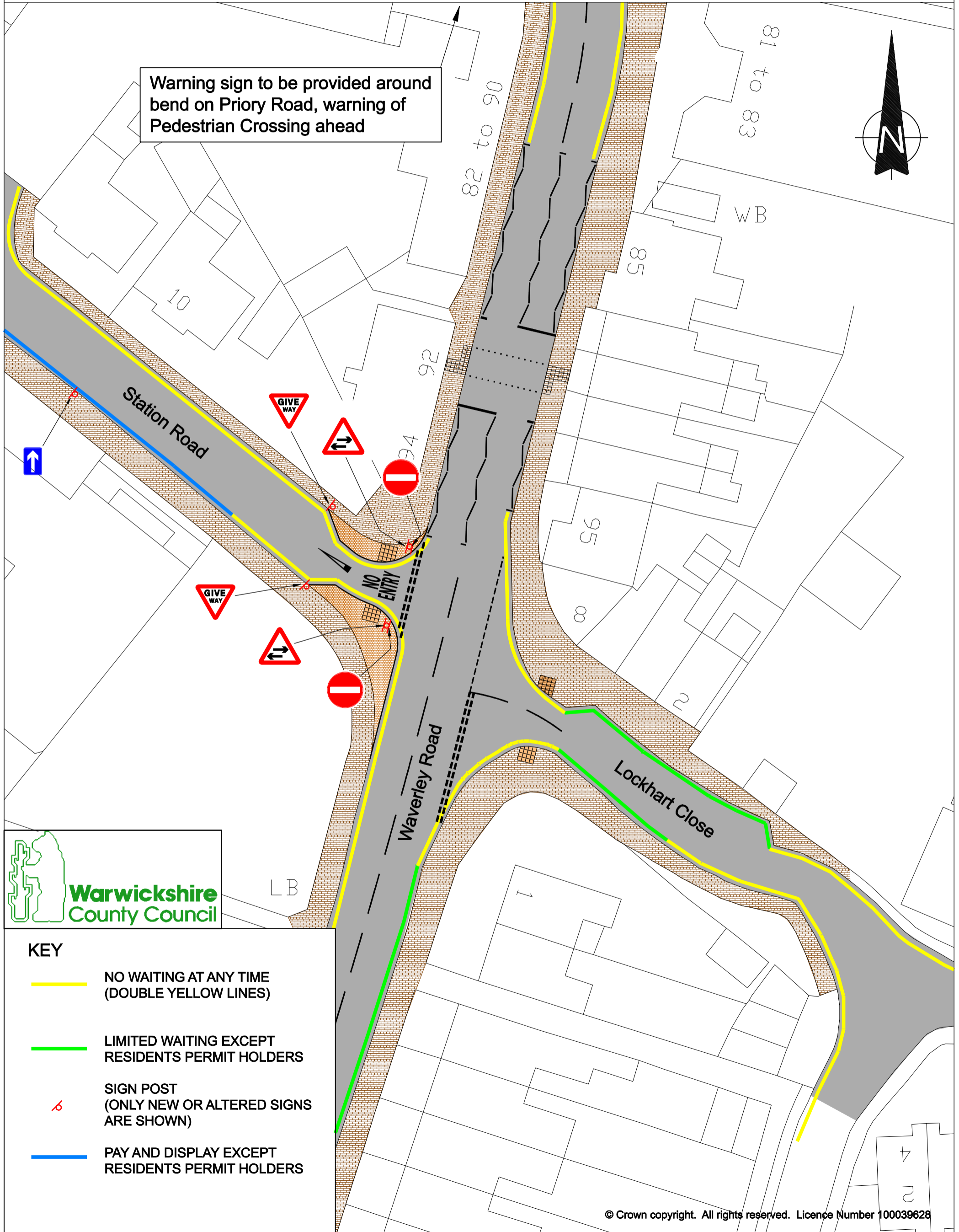


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KEY

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Warning sign to be provided around bend on Priory Road, warning of Pedestrian Crossing ahead



KEY

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- SIGN POST (ONLY NEW OR ALTERED SIGNS ARE SHOWN)
- PAY AND DISPLAY EXCEPT RESIDENTS PERMIT HOLDERS

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