

Portfolio Holder Decisions

Thursday 31 October 2024

Minutes

Attendance

Committee Members
Councillor Jan Matecki

1. Church Road, Castle Road, and Atherstone Road, Hartshill Proposed Installation of Raised Table and Speed Cushions


Resolved

That the Portfolio Holder for Transport and Planning approves the implementation of a raised table and speed cushions as advertised in accordance with sections 90A and 90C the Highways Act 1980 and in accordance with section 122 of the Road Traffic Regulation Act 1984, and section 16 of the Traffic Management Act 2004, on Church Road, Castle Road and Atherstone Road, Hartshill, Nuneaton.

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Portfolio Holder Decision

Proposed traffic calming extension on Church Road, Castle Road, and Atherstone Road, Hartshill, Nuneaton.

Portfolio Holder	Portfolio Holder for Transport and Planning
Date of decision	31 October 2024
	Signed 

Decision taken

That the Portfolio Holder for Transport and Planning approves the implementation of a raised table and speed cushions as advertised in accordance with sections 90A and 90C the Highways Act 1980 and in accordance with section 122 of the Road Traffic Regulation Act 1984, and section 16 of the Traffic Management Act 2004, on Church Road, Castle Road and Atherstone Road, Hartshill, Nuneaton.

Reasons for decisions

Where objections have been received to road traffic management and accident prevention schemes it is necessary for the Portfolio Holder in consultation with local member(s) decide whether to proceed with the proposals.

Background Information

The proposed installation of a raised table and speed cushions on Church Road, Castle Road and Atherstone Road, Hartshill, Nuneaton are as a result of concerns expressed by residents to the local member Councillor Margaret Bell into the excessive speeds of traffic on Church Road, Castle Road and Atherstone Road, and to improve road safety along this route. Officers have been requested to extend the existing traffic calming to self-regulate speeds within the area and improve pedestrian safety on a busy through route with two large schools located on the route, as shown in Appendix A.

The proposed traffic orders which included the Statement of Reasons (Appendix B), and the Public Notice (Appendix C) were advertised from 23 November 2023 to 15 December 2023. As required by statute the Chief Officer of Police, the Fire Service and the Ambulance Service were consulted. The consultation also included the Borough Council, Parish Council and other Statutory Bodies as required including the Freight Association and Guide Dogs for the Blind, notices were also displayed on the relevant streets. Three objections were received following this advertisement from residents in the area.

Councillor Bell who is in support of the measures commented that many residents had come to her over the years concerned about motorists who were travelling too fast on Castle Road and Atherstone Road. Councillor Bell is of the view that this scheme will help to protect vulnerable pedestrians, cyclists, and other road users on these roads.

Speed surveys (see data at Appendix G) were carried out in May 2023 at two locations, one on Castle Road and the other on Atherstone Road and a summary of the main details is below:

Castle Road Site 1 (Appendix G):

Westbound AM Peak 30.2 mph Mean Speed 85% Speed 35.5 mph.
PM Peak 29.2 mph Mean Speed 85% Speed 33.2 mph.
07.00 – 19.00 Mean Speed 27.2 mph 85% Speed 30.9 mph
Eastbound AM Peak 31.2 mph Mean Speed 85% 37.4 mph.
PM Peak 27.9 mph Mean Speed 85% Speed 32.7 mph.
07.00 – 19.00 Mean Speed 26.6 mph 85% Speed 30.2 mph

Atherstone Road Site 2:

Southbound AM Peak 31.1mph Mean Speed 85% Speed 37.5 mph.
PM Peak 29.4 mph Mean Speed 85% Speed 33.6 mph.
07.00 – 19.00 Mean Speed 26.8 mph 85% 30.9 mph
Northbound AM Peak 30.7 mph Mean Speed 85% Speed 37.1 mph.
PM Peak 27.7 mph Mean Speed 85% 32.6 mph.
07.00 – 19.00 26.5 mph Mean Speed 85% Speed 30.4 mph

As can be seen from the speed figures above, 85% speeds of vehicles between Atherstone Road and Church Road are averaging 37.3 mph in a 30mph speed limit. The Association of Chief Police Officers (ACPO) level for enforcement by the Police is 30mph plus 10% = 33mph plus 2 mph = 35 mph, the level where the Police would consider speed enforcement.

An accident analysis for the last five years on Church Road, Castle Road and Atherstone Road revealed that there have been two injury accidents reported to the police. One accident occurred at Atherstone Road/Charnwood Road, as a result of a vehicle slowing down at a junction and the rider of a motorcycle following did not see the driver slowing down and hit the rear of the vehicle, resulting in slight injuries to the rider. The accident occurred on Saturday 25 August 2023 at 10.45. The other injury accident occurred on Church Road near Church Close. In this instance a driver travelling along Church Road lost control of his vehicle, veered off to the left and hit a row of bollards and a hedge near Church Close. The driver was allegedly under the influence of alcohol and suffered slight injuries. This accident occurred on Saturday 23 July 2021 at 21.25.

Residents Objections Appendix D

The following objections have been received from residents in response to the proposed works:

Objection 1

I would like to present my objections to the proposed speed humps and raised tables on Castle Road, Atherstone Road and Church Road.

- 1) Raised concerns about the Environmental issues with slow moving vehicles, has asked if a clean air study has been undertaken. Concerned that the installation of speed cushions will increase the level of compensation claims due to vehicle

- damage because of the speed cushions/speed table.
- 2) Provision of off-road parking would be a better use of funds for residents who don't have driveways. The noise from these measures will affect the quality of life. Why add to the existing congestion already on Church Road, Castle Road and Atherstone Road due to people who do not have off street parking.
 - 3) Use the existing School parking facilities for public use, again helping to reduce the emissions, pollutants and parking issues that snarl up the area. Use the school car park out of hours.
 - 4) The road surface, you are planning to dig it up, to put no effective speed cushions in, confident that this road will need repairs in the next 12 months because of the proposals.
 - 5) There has been no consideration for emergency vehicles.

Officers Response:

- 1) The measures proposed have been considered under section 122 of the Road Traffic Regulation Act 1984 which required Councils to have regard to the National Air Quality Strategy prepared under section 80 of the Environmental Protection Act 1995. All road users will still be able to navigate the road in the same way but travelling at lower speeds enabling them to straddle the speed cushions, without braking and therefore not contributing to increased levels of air pollution or causing noise and vibration. Air quality is a material consideration that we are required to consider when putting forward traffic schemes especially in areas of high density and Schools.

Warwickshire County Council is applying for almost £500,000 from the Department for Environment, Food and Rural Affairs (DEFRA) for the Air Quality project. Air quality could be monitored at dozens of primary schools across Warwickshire if the Council successfully secures nearly £500,000 in funding from DEFRA. The project will cost a total of £530,250 with ten per cent being funded by the Council and it would build on work already taking place at several secondary schools. The submission for the Air Quality Grant has been signed off by Cllr Margaret Bell who is the Local Member for Hartshill and Mancetter, and the Council's Portfolio Holder for Adult Social Care and Health. North Warwickshire Borough Council are responsible for Air Quality monitoring, the grant will assist in maintaining good air quality across the Borough.

With regards to increased level of compensation claims due to vehicle damage by the introduction of these measures. The Speed Cushions will enable all road users to navigate the road in the same way but travelling at lower speeds.

Therefore, enabling them to straddle the speed cushions, not causing any discomfort to passengers, or damage to vehicles passing over them so they are not expected to damage vehicles and result in claims for compensation. Existing on street parking for residents does help in reducing vehicle speeds of traffic using this route. The Council does not provide off-street parking places to individual residents. There is a set criterion that the distance from the front boundary fence to the front of the property should be 4.5 metres, if there is not this amount of space the resident cannot have off street parking. Furthermore, removing vehicles off the highway can increase vehicle speeds.

- 2) A drop off area was requested in the school grounds when the new high school was built but this was refused by the school and the Department for Education. The turning circle outside Michael Drayton School belongs to the school, they do open the gates for events to allow parking, but that is entirely at their discretion.
- 3) As with all road schemes that involve the installation of speed cushions, they are installed so that the surrounding tarmac is keyed into the newly constructed cushion. If vehicles drive sensibly and straddle the speed cushions the road surface should remain in a good condition for many years to come.
- 4) With all schemes which impact on Emergency Service vehicles the Council as

Highways Authority has a statutory duty to inform them of any Traffic Regulation, or traffic orders on the Public Highway. No objections have been received from the Emergency Services as part of this statutory procedure.

Objection 2

I would like to present my objections to the proposed speed humps and raised tables on Castle Road, Atherstone Road and Church Road.

- 1) To reduce traffic speeds through the area, in particular by the schools.
- 2) The proposed works will add more delays to these roads which have only just returned to normal after a lengthy period of roadworks to support the work at the Hartshill Academy.
- 3) Speed humps and raised tables will, however, lead to increased braking and acceleration for vehicles, which is worse for the environment as cars are not being driven efficiently due to constantly accelerating then braking.
- 4) It will also cause an increase in costs of car ownership in brake pad and suspension wear, due to the increased requirement to brake and navigate speed humps.
- 5) As it would seem we have plenty of spare tarmac and road repair resources to enable such a proposal, I would suggest that a far better use of the Council's money would be to use this in repairing the roads in the area that are falling to pieces.

In summary, adding further inconvenience to the many law-abiding motorists will not reduce the speed of the few who intentionally speed. It will only serve to cost the ordinary motorist more money and as such, the focus of the council should be on maintaining roads to a higher quality before adding yet more unwanted speed humps.

Officers Response

- 1) The existing speeds along Church Road, Castle Road and Atherstone Road is congested in the morning and evening due to the number of schools along this route. The introduction of the Speed Cushions will regulate traffic speeds and improve the free flow of traffic.
- 2) The road works around the Medical Centre in Hartshill have been completed, the proposed measures are north of the Medical Centre along Church Road, Castle Road and Atherstone Road. Whilst there have been some delays during the construction of the new Medical Centre, it is not expected that the scheme will add to the traffic delays along this route.
- 3) The design of the measures on Church Road and Atherstone Road have been designed to allow motorists drive within the speed limit if driven correctly, which in turn should not cause any delays to travel time. This will remove any sharp braking or acceleration between the Speed Cushions.
- 4) The installation of speed cushions will not cause damage to brake pads and suspension if vehicles are driven correctly and within the speed limit.
- 5) The Scheme put forward for Church Road and Atherstone Road is part of a Delegated Budget Scheme put forward by the local County Councillor Cllr Bell. She has a limited budget each year so that she can make improvements in her area. Councillor Bell has, following feedback from residents in Hartshill proposed a scheme that will have a general benefit to all road users by having a consistent speed by motorists and improved safety for all road users using this route.

Objection 3

I am writing to raise concerns about the speed hump on Castle Road by my property. Whilst I realise there is a traffic speeding concern within the Hartshill area, I feel my property has been overlooked and the position of the intended speed hump will greatly increase noise pollution in my home. Traffic will be slowing down near my front window

causing air and noise pollution. With all due respect would you consider this to be acceptable within extreme proximity of your property. I am sure there are other options available to reduce the speed of traffic control in Hartshill that will satisfy all concerned.

Response

The resident has acknowledged that there is a traffic speeding concern in the Hartshill area. The spacing of the new speed humps has been determined by the start of the scheme on Church Road, as the spacings for the speed cushions have been taken from the last road hump on Church Road near the school. This has meant that the spacing on this scheme is between 60-80 metres dependant on driveways and junctions. The spacing and design of the speed cushions proposed allows for a steady flow of traffic along Church Road/Castle Road/Atherstone Road without the need for sudden braking, and acceleration, which can cause noise and vibration especially as this route is a bus route.

Road users will still be able to navigate the road outside the above property in the same, but they will be travelling at a lower speed. Vehicles will straddle the speed cushion, not causing any noise or vibration to the property owner, or discomfort for drivers or passengers driving over them. These are standard design cushions which are installed nationwide throughout the country.

Resident in Favour Appendix E

The proposed speed cushion humps through Hartshill are a great idea, my only concern is that the height of the speed cushions are only three inches high, and not go across the road. People just drive around the present ones already in place.

Officers Response

The Speed Cushions planned for Church Road, Castle Road and Atherstone Road have been decided on because these roads are a bus route and an emergency services route. Therefore, speed cushions have to be installed which must be 75mm high on a bus route/emergency services route. The Department of Transport does not recommend 100 mm speed cushions, because they cause noise and vibration, and that is why the speed cushions do not go from kerb to kerb.

Resident in Favour Appendix F

The proposal is very important to me and my family, the road outside my property over recent years has greatly increased in volume of traffic and increased speeds. Last night there was a serious accident, where a vehicle travelling at speed lost control and rolled over. This caused damage to various cars parked on the side of the road, luckily nobody was injured. There are a couple of incidents that have happened over recent years and I am sure you are aware of the frequency and seriousness of the incidents occurring, hence the proposals.

I urge the Council to proceed with the proposals as quick as possible and I believe the reduction of speed will greatly reduce the number of accidents happening, preventing damage to property, injury and potentially even death.

Residents Comments

I have some observations to make regarding alterations to proposed traffic reduction scheme proposed in Church Road, Hartshill.

Having observed other villages which I have travelled through, speed reduction humps seem now to have been replaced with 20mph restrictions through high-risk areas.

Benefits of adopting this strategy as follows:

- Reduce excess signage.
- Reduction of vehicle noise whilst going over bumps to local residences.
- Reduction in alteration to road infrastructure and cost to local council.
- Mounting of electronically illuminated real time speed signs of actual speed to remind drivers of allowed speed to educate drivers of reduction of speed restrictions.
- Mounting of speed camera signs to allow enforcement if necessary.

My personal opinion is this will have a greater effect on controlling traffic along church road, than trying to physically restrict vehicle speeds.

Officers’ response

In order to bring in a 20 mph Speed Limit on Church Road, Castle Road and Atherstone Road mean vehicle speeds should be below 26mph, recent speed surveys carried out on these roads reveal that mean speeds are between 27.9 – 31.2 mph. A 20 mph Speed Limit wouldn’t meet the current regulations as set down by the Department for Transport in its circular, Setting Local Speeds 2013.

Financial Implications

The scheme will be fully funded from the Member`s delegated budget funding of £35,700 for 2024/2025.

Environmental Implications

The environmental impacts of delegated Budget highway schemes are considered as part of the process.
 The contractors on the Council’s Framework Contract for the Provision of Engineering and Construction Works (WCC 6012) have all demonstrated that they hold a certificate of compliance with BS EN ISO 140001 (or equivalent) or have otherwise satisfactorily demonstrated their policies and arrangements for the management of construction-related environmental issues.

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Urgent matter?	No
Confidential or exempt?	No
Is the decision contrary to the budget and policy framework?	No

Lists of reports considered

Not Applicable

List of background papers

Consultation Plans PTR02203304,5, and 6	Appendix A
Statement of Reasons	Appendix B
Public Notice dated 23 rd November 2023	Appendix C
Objections 3 No (Redacted)	Appendix D
Emails of Support 2 No	Appendix E
Email of alternative suggestion	Appendix F
Speed Survey Data	Appendix G

Members and officers consulted and informed

Portfolio Holder – Councillor Jan Matecki
Corporate Board –
Legal –
Finance –
Equality –
Democratic Services – Amy Bridgewater-Carnall, Nic Conway
Councillors – Local Member(s): Cllr Margaret Bell

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