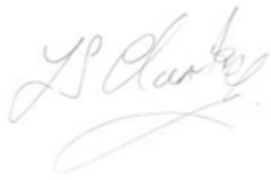


# Decision Record – Stareton Lane -One way (Proposed No Right Turn Out of Stareton Lane, Stoneleigh)

<b>Lead Member</b>	<b>Portfolio Holder for Transport and Planning</b>
<b>Date of decision</b>	<b>17 April 2020</b>
	<b>Signed</b> 

## Decision taken

That the Portfolio Holder for Transport and Planning approves The Warwickshire County Council (Stareton Lane, Stoneleigh) (One Way Traffic) Order 2020 and The Warwickshire County Council (Stareton Lane / B4113 Stoneleigh Road, Stoneleigh) (Prohibition of Right Turns) Order 2020 as advertised.

## Reasons for decisions

The accident rates at the junction of Stareton Lane / B4113 show 7 accidents in the last 3 years. Most of these accidents are due to vehicles exiting the NAEC access and colliding with vehicles travelling northbound on Stoneleigh Lane.

Previously engineering measures have been introduced, however a road safety audit on those measures has highlighted that these have been ineffective in tackling the safety issues at this location.

The scheme will involve construction of bollards, formation of a ghost-right turn into the NAEC, additional road markings and no entry into Stareton Lane by virtue of the proposed one way. (See appendices 1 and 2).

## Background information

Historically this location has a collision problem which has led to it being identified as a priority casualty reduction scheme. Key accident data has been gathered which has formalised the

proposed scheme.

The scheme has been supported by local County Councillor Wallace Redford, in response to calls to improve the safety of vehicles travelling in this vicinity as part of their daily commutes as well as regular visitors to the Stoneleigh show ground. The scheme has also received positive feedback from the local community.

Several objections were received. These are highlighted below.

Objections Summarised:

**Objection: Speed limit in Stareton Lane should be cut from 50mph to 30mph.**

Engineer response: This would go against Warwickshire's criteria for setting speed limits. The police would not support this speed limit as the enforcement of it would be problematic. Therefore, location of Stareton Lane would not be fitting for a 30mph speed limit. The Police have made it very clear that they will not support the introduction of limits which are inappropriate for the road environment, but which would increase enforcement burdens with no significant reduction in speeds.

**Objection: Preventing vehicles entering Stareton Lane will not stop accidents occurring at junction.**

Engineer response: The accident statistics which have been reviewed and analysed highlight that banning this manoeuvre will reduce collisions occurring at this location as most of these collisions were the result of vehicles turning right out of Stareton Lane. The level of conflict between the entrance of the NAEC show ground and Stareton Lane will be significantly reduced as vehicles will not be crossing directly over the B113 Stoneleigh Road to access one another.

**Objection: Proposed one-way system will put pressure on Stonebridge turning right into Coventry Road from Leamington direction.**

Engineer response: The proposal for this scheme will remove dangerous manoeuvres from Stoneleigh showground across Stoneleigh Road in to Stareton Lane, which is the manoeuvre the above objectors are carrying out. The Stonebridge turning highlighted to be more likely to have collisions as a result of this scheme would not be accurate. The collision data highlights that there have been no collisions at the Stonebridge junction in the last five years.

Stonebridge vicinity has been highlighted for possible future engineering improvements as part of HS2 funding. This would mean that implementing the Stareton/NAEC scheme with future improvements to Stonebridge crossing, will improve safety for drivers even further within this vicinity.

The Road Traffic Regulation Act 1984 enables the Council to implement Traffic Regulation Orders (TROs) for one or more of a number of reasons. These are set out in Appendix 3

## Financial implications

The budget for these works will come from the local County Councillor's delegated budget.

The scheme has been estimated at a cost of £45,235. This has been estimated by The County Highways Team that will be implementing the works

Failure to implement this scheme would have financial implications based on the existing collision data.

## Environmental implications

For commuters and other road users, the reduction in collisions which occur at this junction will improve the flow of traffic and prevent delays. This will help economic productivity and reduce frustration in drivers, itself a common cause of collision at this location.

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<b>Lead Director</b>	Mark Ryder
<b>Lead Member</b>	Portfolio Holder for Transport and Planning

<b>Urgent matter?</b>	no
<b>Confidential or exempt?</b>	no
<b>Is the decision contrary to the budget and policy framework?</b>	no

## Lists of reports considered

N/A

## List of background papers

None

## Members and officers consulted and informed

Portfolio Holder – Councillor Jeff Clarke

Corporate Board – Mark Ryder

Legal – Ian Marriott

Finance – John Stansfield

Equality – Keira Rounsley

Democratic Services – Paul Williams

Councillors – Cllr Cockburn, Cllr Shilton, Cllr Fradgley, Cllr Holland, Cllr Kondaker

Local Member(s): Cllr Redford