

# Portfolio Holder Decision

## Casualty Reduction Scheme - Croft Road

### Nuneaton

<b>Portfolio Holder</b>	<b>Portfolio Holder for Transport and Planning</b>
<b>Date of decision</b>	<b>18 July 2024</b>
	<b>Signed</b>

## 1. Decision taken

### 1.1 *Recommendation*

That the Portfolio Holder for Transport and Planning approves the implementation of the proposed casualty reduction scheme to include the installation of road humps (speed cushions) as advertised pursuant to section 90A of the Highways Act 1980.

## 2. Reasons for decisions

### 2.1 *Introduction*

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

The proposed scheme relates to the proposal of 8 sets of speed cushions on Croft Rd (“the Scheme”). The Scheme forms part of a casualty reduction scheme and includes the installation of 20 speed cushions (made up of 8 sets with between 2 or 3 cushions per set as detailed in Appendix 1), alongside the installation and/or upgrade of the existing signage across the scheme extent.

The Scheme has been consulted upon between 20<sup>th</sup> March 2024 and 11<sup>th</sup> April 2024. The Scheme was advertised as required in the relevant local newspaper, public notices were erected on site, and all information relevant to the Scheme was uploaded to the WCC website. Documents were also left on deposit at Shire Hall, Warwick for members of the public to view in person. Statutory Consultees, as outlined in S.90 of the Highways Act 1980 were consulted, including Warwickshire Police, in respect to the proposals. No response was received.

### 2.2 *Statement of Reasons*

A statement of reasons for proposing the Scheme is appended to this report in Appendix 1. The onsite public notice is in Appendix 2 and the consultation plans for the Scheme are in Appendix 3, 4 and 5.

### 2.3 Objections

The Scheme received 20 objections from local residents of Nuneaton and Bedworth, and 1 objection from the local County Councillor. The comments, suggestions and objections that have been received are discussed in table below (2.4) together with the Council's response to each objection. Details of all objections are included at Appendix 6 and Appendix 7. It should be noted that not all of the objections received related to the implementation of the Scheme itself. Some related to the general question of use of resources by the Council and other issues that objectors felt should take precedence.

### 2.4 Response to Objections

Objection No.	Summary	Officer's Response	No. of objections relating to matter
1	Concerns that the speed cushions will result in vehicles having to accelerate/decelerate over the speed cushions, resulting in more wear and tear on vehicles and increased air pollution	The location and design of the speed cushions have been calculated to allow the approaching motorist to reduce their speed and to allow them to negotiate the speed cushions and the section of carriageway at a reduced average speed rather than them having to brake and accelerate at each speed cushion- therefore resulting in no extra wear and tear to the vehicle and reducing the potential for increased air pollution.	5
2	Suggestions that alternative measures such as Average Speed Cameras or signalised crossing points should be installed at this location instead with objectors feeling those would represent a better use of resources	In order for a speed camera to be installed at a location it must meet criteria set out by the Department of Transport (DFT Circular 01/2007). Warwickshire County Council are not currently considering any new Average Speed Camera sites until the current Pilot Scheme has been completed in order to fully assess the effectiveness of them. Speed cameras are mainly located on main carriageways and trunk roads and not in residential areas such as Croft Road Similarly, signals and a signalised crossing would not meet the required criteria for this location.	7
3	Concerns expressed that the Council should not incur the costs of speed cushions and should use funding for filling potholes or other road defects	This scheme is funded from a specific Council fund allocated for Casualty Reduction schemes. This fund is not available for highway maintenance. The objections relating to pothole funding have been raised with the Council's Highway Maintenance team. There are no potholes on the route forming the Scheme. If any defects arise at time of implementation they will be dealt with as part of the works.	11
4	Concerns expressed that the Council had	The B4102 junction with Heath End Road, to junction with Greenmoor Rd was	11

	not adequately shown a need for these measures as the collision data shows no fatal collisions;	<p>highlighted as a priority route for a casualty reduction scheme due to the number of Personal Injury Collisions (PICs) noted. Every collision and injury is regrettable. However, the Council must prioritise the implementation of safety schemes at locations where a history of treatable collisions has been identified, targeting resources to achieve the greatest reduction in road casualties. This section of carriageway saw 24 PICs recorded in the period of 5 years, resulting in 33 casualties. The statistics are taken from Police Stats 19 data along the section of Croft Road where it is intended to install the speed cushions, as well as a section of carriageway either side of the proposed cushion location. The Scheme has been designed to slow traffic down when travelling along this stretch in order to reduce the likelihood of collisions at both roundabouts. It is important to take a wider approach than just this section of straight road, in order to slow the motorists as they reach the junction, in order to fully assess the traffic.</p> <p>This stretch of road has been highlighted as a high collision cluster area and was ranked as one of the top 5 areas in the county with high number of collisions at the time of data analysis (May 2023). This list is updated annually with a list of sites that on which to focus casualty reduction programmes on. Engineering measures do take a significant portion of available funding and therefore need to be focused on locations with a poor collision rate, where there are patterns of activities or behaviours that can be attributed to the collisions, and where viable solutions can be identified that can make an impact.</p>	
5	Concerns expressed that emergency services would not be able to navigate the speed cushions	The cushions are designed so that emergency service vehicles can navigate through the section of carriageway without the cushions affecting them. Speed cushions, different to traditional speed bumps, result in less vibration and are designed so that the wheel axels straddle either side of the cushion allowing emergency service vehicles to travel over the cushions appropriately	2
6	Concerns expressed that the measures	There are a total of 8 planned sets of cushions, totalling 20 individual cushions.	1

	<p>don't span the whole width of the road, resulting in cars going through the middle of them</p>	<p>The sets differ as some areas of the carriageway are wider than others. In the wide sections there will x3 cushions installed in order to prevent vehicles from travelling through the middle of the cushions avoiding the speed reduction measures. A full schedule of the cushions proposed can be found in Appendices 3,4 &amp;5. The Scheme has also been designed to ensure that there will be sufficient space for a cyclist to pass along the cushion. ,The installation of these measures will not discourage active travel.</p>		
7	<p>Concerns for cyclists as the scheme does not provide a sufficient width for a cyclist to pass by</p>	<p>There are a total of 8 planned sets of cushions, totalling 20 individual cushions. The sets differ as some areas of the carriageway are wider than others. In the wide sections there will x3 cushions installed in order to prevent vehicles from travelling through the middle of the cushions avoiding the speed reduction measures. A full schedule of the cushions proposed can be found in Appendices 3,4 &amp;5. The Scheme has also been designed to ensure that there will be sufficient space for a cyclist to pass along the cushion. The installation of these measures will not discourage active travel.</p>	2	
8	<p>Concern that a number of the collisions noted at the location and forming part of the rationale for the Scheme occurred due to reasons other than speed, so that these proposals may not actually target the root cause of the collisions</p>	<p>To address the comments made in the local member's letter of objection, a series of data from the last 5 years, from a section of carriageway, from the B4102 junction with Heath End Rd, to Greenmoor Rd, was examined, and as per the letter, the breakdown of the 24 collisions were as follows:-3 due to loss of control, 15 due to pull out/failure to give way and 3 were anomaly events – which include pedestrians stepping out into the paths of vehicles and police pursuits. Whilst the 3 anomaly events cannot be engineered for, it is strongly suggested that loss of control type collisions and the failure to give way type collisions are all directly linked with speed. If the speed is slowed down, which is what the speed cushions are designed to do, traffic is calmed, and therefore drivers more accurately able to judge oncoming traffic and able to give way at these roundabouts either end of the cushions. Additionally, with slower moving traffic, loss of control type collisions are less likely to occur – or when</p>	3	

		<p>they do, due to vehicle faults or other extenuating factors, consequences are likely to be less serious. Casualty reduction programmes aim to reduce the likelihood of collisions occurring, which the installation of speed cushions does.</p> <p>The alternative measures mentioned in the local member's letter, are, at this time, unfortunately not feasible. Enforcement of double yellow lines are something that can be done by the Police or Civil Enforcement Officers, and the Council does not have any power over this. The response from Police and Civil Enforcement Officers is that their attendance is resource dependent and cannot guarantee their attendance at any given time. Raised tables may be looked at in addition to this scheme at a later date, but would not work on their own as a speed reducing measure. The final suggestion of signalling junctions is not feasible due to funding constraints, there is not the budget for such measures at this time, as discussed during meetings with the local member.</p>	
9	Concern that the proposed cushions on Croft Road will lead to people using Heath End Road instead, causing congestion there.	The Council does not have any evidence to suggest this is what will happen as a result of the traffic calming measures being proposed. Speed cushions are put in place for traffic management to slow the vehicles travelling along this stretch of carriageway outside of peak travel times.	4

### **2.5 Local Member Objection**

The Local Member has been involved in a number of discussions about the proposed Scheme and has submitted an objection (the full objection can be found in Appendix 7). Officers have discussed the proposed Scheme with the Local Member in some detail and have explained why the data looks at a wider collision area rather than just where the speed cushions are to be located, and why these particular measures have been proposed. Officers feel speed cushions are the only way to target the collisions within the existing constraints as explained in further detail in the table at paragraph 3.4 above. Officers understand that the Local Member's position remains that the proposed speed cushions are not their preference but does recognise the reasons why Officers are proposing this Scheme.

### **2.6 Relevant Legislation**

#### S.90A Highways Act 1980

Under S90C(1), Warwickshire County Council as Highway Authority must consult with:

- a. The chief officer of police for the area in which the highway concerned is situated; and

- b. Such the other persons or bodied as may be prescribed by regulations made by the Secretary of State.

The Highways (Road Humps) Regulations 1999, also require consultation on the following basis:

#### Regulation 3

Where the Secretary of State or a local highway authority proposed to construct a road hump, he or they shall, as well as consulting the chief officer of police as required by section 90C9(1) of the Act, also consult-

- a. Where the proposal is by a local highway authority in England which is the council of a County, any district council in whose district the highway is situated;
- b. In all cases, the chief officer of the fire brigade for the area in which the highway concerned is situated and the chief officer of anybody providing ambulance service under the National Health Service Act 1977(1) and operating in that area;
- c. In all cases, organisations appearing to him or them to represent persons who use the highway to which the proposal related or to represent persons who are otherwise likely to be affected by the road hump.

#### S.122 Road Traffic Regulation Act 1984 – duties of traffic authority

In deciding whether or not to install road humps, the Council is required to have regard to the matters set out in section 122 of the 1984 Act. Section 122(1) requires the Council to exercise the functions conferred on it by the 1984 Act as (so far as practicable having regard to the matters specified in section 122(2)) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians), and the provision of suitable and adequate parking facilities on and off the highway.

The matters to which the Council must have regard are:-

- the desirability of securing and maintaining reasonable access to premises
- the effect on the amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles so as to preserve or improve the amenities of the areas through which the roads run
- the national air quality strategy prepared under section 80 of the Environmental Protection Act 1995
- the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles
- and any other matters appearing to the Council to be relevant

Therefore whilst the overall objective of the Council must be to secure the expeditious convenient and safe movement of vehicular traffic this will sometimes need to give way to the objectives in section 122(2) and a balance has to be achieved between the overall objective and the matters set out in section 122(2).

Considerations were given to Section 122 duties at time of scheme proposal and design. All road users will still be able to navigate the road in the same way, but travelling at lower speeds, therefore enabling them to straddle the speed cushions, therefore not causing any discomfort to passengers. The cushions allow ample room for cyclists to pass without the need for the cyclist to mount the peak and trough of the cushion. Considerations have been given to those with

additional needs who may need to use non-standard cycles, such as tricycles, and speed cushions have been designed with a gradual gradient, which is sufficient for non-powered cycles to safely negotiate the speed cushions without too much discomfort. They are wide enough to allow a level transfer from carriageway to the cushions without losing balance. These are standard design cushions which are installed nationwide throughout the country and have not been found to disadvantage or cause significant concern to protected groups, complying with the 149 Equality Act 2010.

### S.16 Traffic Management Act 2004

#### The Network Management Duty

(1) It is the duty of a local traffic authority (or a strategic highways company (“the network management authority)) to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives –

- a. securing the expeditious movement of traffic on the authority’s road network; and
- b. facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority

The installation of speed cushions aims to slow traffic on this section of carriageway to prepare them better for the oncoming roundabout junctions at The Raywoods and Greenmoor Rd. By slowing vehicles down on the approach to these junctions, it enables the driver to judge the other motorists on the road, slower speeds result in higher reaction time to give way and stop for other motorists.

## 3. Background information

**3.1** The sole purpose of the Traffic and Road Safety Team Casualty reduction schemes are to reduce personal injury collisions at known collision cluster sites where there have been many collisions resulting in injuries to members of the public. These schemes are data led and engineering works are implemented to reduce the causation factors that resulted in the collisions. B4102 Croft Road, Nuneaton is one of these cluster sites, and implementing the proposed traffic calming measures and improvements shown in the consultation plans in Appendix 3, 4 & 5 should reduce the number and severity of the collisions at this location.

This has been brought to the Portfolio Holder for their decision due to a number of objections received in regard to these proposals, it therefore must be passed onto Portfolio Holder for their judgement of the scheme taking into account these objections from the Public and Local Member.

## 4. Financial Implications

**4.1** The scheme will be fully funded from the Council’s approved capital budget for Casualty Reduction schemes. This scheme has been estimated to cost £33,246.

Any further works required post Road Safety Audit Stage 3 will be funded from the same source.

## 5. Environmental Implications

5.1 Initial concerns expressed in objections over the potential for increase in pollution when vehicles have to accelerate, decelerate and brake whilst navigating the speed cushions therefore resulting in an increase in fumes and vehicle pollution. This would be typical with traditional 'speed hump' type traffic calming, however with speed cushions, they are located and spaced to allow approaching motorists to reduce their speed accordingly in order to allow them to negotiate the section of carriageway with speed cushions at a reduced average speed rather than having to brake and accelerate at each speed cushion.

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

### List of background papers

Appendix 1 – Statement of Reasons  
Appendix 2 – Public Notice  
Appendix 3 – Consultation Plan Sheet  
Appendix 4 – Consultation Plan Sheet  
Appendix 5 – Consultation Plan sheet  
Appendix 6 – Full Objections  
Appendix 7 – Local Member Objection

### Members and officers consulted and informed

Portfolio Holder – Councillor Jan Matecki

Corporate Board –

Legal – Fiona Buckingham

Finance – Virginia Rennie

Equality –

Democratic Services – Nicole Conway



Councillors –

Local Member(s):