

Cabinet Member for Public Services

15th March 2016

Name of Cabinet Member:

Cabinet Member for Public Services - Councillor R Lancaster

Director Approving Submission of the report:

Executive Director of Place

Ward(s) affected:

Longford

Title:

Petition – Request for Traffic Lights at Junction of Longford Road and Oakmoor Road

Is this a key decision?

No

Executive Summary:

A petition containing 42 signatures has been received requesting the introduction of traffic lights at the junction of Longford Road and Oakmoor Road to reduce the delays experienced by drivers exiting Oakmoor Road. This follows similar petitions submitted in January 2011 and November 2014.

In March 2015 (minute 97/14 refers), it was agreed by the Cabinet Member for Public Services that a detailed traffic management study be undertaken along Longford Road including its junction with Oakmoor Road to look at the options and report back the findings.

The study is now completed and this report summarises the options considered and makes recommendations as to the most effective solution.

Recommendations:

The Cabinet Member for Public Services is recommended to:

- i) Note the concerns and requests of the petitioners;
- ii) Approve that Option 4 (southbound bus layby & relocation of northbound bus stop) be designed and implemented in the 2016/17 financial year as outlined in para. 2.4 and 2.5 of this report;
- iii) Approve that, following implementation of option 4 as outlined in recommendation ii) above, the effectiveness of the changes be monitored for a period of approximately 6 months, after which a further report be presented to a future Cabinet Member meeting detailing the results of the monitoring and any subsequent findings.

List of Appendices included:

Appendix A – Location plan

Background Papers

None

Other useful documents:

Cabinet Report, copy available on moderngov.coventry.gov.uk.

Date: 17 October 2005. Title: Petition Windmill Road/Longford Road - Request for Traffic Signals or Roundabout

Cabinet Report, copy available on moderngov.coventry.gov.uk.

Date: 15 March 2011. Title: Petition – Request for a roundabout at Windmill Road / Dovedale Avenue

Date: 24 January 2012. Title: Report back – Petition – Request for traffic signals at the junction of Longford Road and Oakmoor Road

Date: 17th March 2015. Title: Petitions – Longford Road junctions with Oakmoor Road and Sydnall Road relating to congestion and road safety concerns.

Has it been or will it be considered by Scrutiny?

No

Has it been or will it be considered by any other Council Committee, Advisory Panel or other body?

No

Will this report go to Council?

No

Report title:

Petition – Request for Traffic Lights at Junction of Longford Road and Oakmoor Road

1. Context (or background)

- 1.1 A petition containing 42 signatures was received in January 2016 requesting that traffic signals be installed at the junction of Longford Road and Oakmoor Road to address concerns over delays to traffic exiting Oakmoor Road. This follows similar petitions submitted in January 2011 and November 2014.
- 1.2 In response to the 2014 petition, it was acknowledged that a scheme to improve the junction had been included in the 2014/15 transportation and highways capital programme. However, in order to determine which type of scheme would work best overall, it was agreed by the Cabinet Member for Public Services at her meeting on 17th March 2015 (minute 97/14 refers) that a detailed and holistic traffic management study be undertaken first along Longford Road, to include the junction with Oakmoor Road, and report back the findings.
- 1.3 The detailed traffic management study is now complete and this report presents the findings and recommendations. A plan showing the location of the junction is shown in Appendix A.

2. Options considered and recommended proposal

- 2.1 Longford Road is classified as the B4113 and is a major radial route in the north-east part of the city carrying up to 11,000 vehicles per day. It is also an important bus corridor and is used by up to 30 buses per hour in peak periods. There are also two bus stops in close proximity to the junction; an outbound stop a few metres north of the junction and an inbound bus stop a short distance south of the junction.
- 2.2 Given the relative importance of Longford Road, in considering the types of measures that could be introduced, an important consideration was that any solution to assist drivers exiting Oakmoor Road should not have a detrimental impact to journey times along Longford Road.
- 2.3 Following the Cabinet Member decision on 17th March 2015, the Council appointed specialist traffic management consultants to undertake a detailed study along Longford Road, which included an assessment of the operation of the junction of Longford Road and Oakmoor Road using a computerised traffic flow simulation model.
- 2.4 Five different options were assessed. A brief outline of the options and the study findings is shown below:

2.4.1 Option 1 (Traffic Signals)

Whilst traffic signals are likely to have an overall benefit in the peak periods to drivers exiting Oakmoor Road, in particular to right turners, the traffic model showed that in terms of the impact on Longford Road, this to be the worst option with journey times almost doubling. This is not therefore the preferred option to take forward.

2.4.2 Option 2 (Roundabout)

For this option, due to the need to create deflection to reduce vehicle speeds on Longford Road southbound approach to the junction, the inbound bus stop could be segregated from general traffic through carriageway markings alone. When this option

was modelled it indicated that it would have no significant impact to the traffic flow on Longford Road inbound but caused some delay outbound. For Oakmoor Road traffic the roundabout option on its own was shown to have negligible benefit. For this reason the roundabout option is not the preferred option.

2.4.3 Option 3 (Southbound bus layby)

This option would involve creating a physical layby for inbound buses to pull into off the main carriageway so enabling inbound traffic to pass unimpeded. The study as well as site observations indicated that the frequent use of the bus stop, particularly in the peak hour, was a contributory factor behind the delays to traffic exiting Oakmoor Road.

The model indicated that this option would provide a small benefit to traffic on Longford Road but by far the greatest time saving would be to vehicles turning left out of Oakmoor Road which would benefit as with buses stopping in a layby as opposed to the main carriageway, it is likely that more gaps would be created in the flow of traffic on Longford Road for Oakmoor Road traffic to merge into. This is therefore a possible option, subject to confirmation of the cost of any diversions to statutory undertakers' equipment.

2.4.4 Option 4 (Southbound bus layby & relocation of northbound bus stop)

This option would involve creating a layby for inbound buses and also relocating the outbound bus stop currently situated immediately north of the junction. In total around 30 buses use one of these bus stops (an average of one every two minutes) during the peak hours and the study as well as site observations indicated that the frequent use of the bus stops was a significant contributory factor behind the delays to traffic exiting Oakmoor Road.

For this option the model indicated that there would be a significant benefit to traffic on Longford Road, particularly in the outbound direction, but also that there would be significant benefit to traffic on Oakmoor Road, including right turners, as the relocation of the outbound bus stop reduced the blocking of the junction and created more gaps for vehicles on Oakmoor Road to merge into. Overall, the model indicated that this was the best option when considering the needs of traffic on Longford Road and Oakmoor Road.

2.4.5 Option 5 (Roundabout & relocation of northbound bus stop)

This was the last option modelled and involved the roundabout option with the relocation of the northbound bus stop. The model indicated that this option would have minimal impact on Longford Road and some benefit to Oakmoor Road traffic, particularly right turners. This is therefore a potential option but not, based on the results of the model, the preferred option at this stage.

- 2.5 The findings of the detailed modelling exercise concluded that the best option overall was option 4 (Southbound bus layby & relocation of northbound bus stop). It is therefore recommended that this option be designed up and approved for implementation in the 2016/17 financial year, subject to Cabinet approval of the 2016/17 Transportation and Highway Maintenance Capital Programme at the meeting on 8th March 2016.

2.6 If it is further recommended that following implementation of option 4, the effectiveness of the changes be monitored for a period of approximately 6 months, after which a further report be presented to a future Cabinet Member meeting detailing the results of the monitoring and any subsequent findings.

3. Results of consultation undertaken

3.1 No formal consultation has been undertaken, however, officers presented the findings of the detailed traffic management study to Longford C.A.N. Forum on 3rd February 2016.

4. Timetable for implementing this decision

4.1 Subject to approval of the recommendations the improvements to the junction outlined in this report will be implemented in the 2016/17 financial year.

5. Comments from Executive Director of Resources

5.1 Financial implications

The cost of the measures highlighted in this report will be funded from the Transportation and Highways Maintenance Capital Programme.

The scheduling of works will be based on priority of the scheme and the funds available. The cost of implementing option 4 is likely to be in the region of £65,000, subject to confirmation of detailed design and statutory undertaker costs.

5.2 Legal implications

The Council has a range of highway improvement and traffic management powers available to it consistent with Department for Transport regulations/guidance.

Any other additional features or realignment of the highway (not involving road humps or traffic-calming) can be introduced using general traffic management/highway improvement powers.

6. Other implications

6.1 How will this contribute to achievement of the Council's key objectives / corporate priorities (corporate plan/scorecard) / organisational blueprint / Local Area Agreement (or Coventry Sustainable Community Strategy)?

The introduction of the measures highlighted in Para 2.4 contribute to the City Council's aims of making Coventry an attractive and enjoyable place to be and towards ensuring the economic prosperity and safety. It also contributes towards improving the environment and tackling climate change.

6.2 How is risk being managed?

Not applicable

6.3 What is the impact on the organisation?

None

6.4 Equalities / EIA

No formal equalities impact assessment has been carried out. However, if a scheme was introduced it is not expected that there will be any disadvantage to persons with disabilities or any other relevant protected characteristics

6.5 Implications for (or impact on) the environment

None

6.6 Implications for partner organisations?

None

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Appendix A – Location plan



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