

email to Chris. 22/1/17

→ acknowledgment sent 23/1/17
CB.

To: Chris Round Warwickshire County Council

From: [REDACTED]

Objections to proposed traffic calming and road humps Leyes Lane

Thank you for providing details of the measures proposed for Leyes Lane.

I write to formally object to your proposals. My objections are not because I do not consider that there needs to be improvements to the traffic situation on Leyes Lane during "school rush hour periods" to safeguard the pupils, however, I consider the proposals you are suggesting are not the right ones or provide the best solutions. Please note my objection 8 which includes the lack of any pre-planning consultation with residents which I thought was a statutory requirement.

My objections are based on my 24 years' experience of living next to the school.

I would also suggest a site visit during the school rush hour periods so that you can see first-hand the problems associated with parents parking up and dropping their children at the school.

If you carry out a site survey you will also be able to arrange for the current incorrect and inadequate signage advising motorists of the school site to be corrected.

My ten objections are as follows

1 Value for money - joined up planning and thinking.

The school wishes to leave the current site. You have no timetable for the proposed works to be carried out other than as having a high priority. Has the timetable for the works and the proposed move of the school been considered?

I am aware of only one minor accident on Leyes Lane with a pupil from the school. It would be helpful to know what the accident numbers are to justify the significant expenditure the measures would cost, particularly when other Council Budgets are being cut and services reduced.

2 Zebra Crossing raising.

I do not see what this will achieve. There should be a pelican crossing which would be a better way to protect the children also clearer for motorists. I would also suggest siting a new pelican crossing in a more central point between the school entrances would be better and more effective.

The associated protected area restricting parking would also be more centralised.

3 20 mph speed limit.

requirements of Local Government. Many people will be affected, by the proposals there are significant costs involved. Surely you must realise that involving other stakeholders you are likely to arrive at a better solution. You have not arranged any community meetings or forums where the matters can be discussed and explained. I would formally request that this is done.

9 Parents picking up and dropping off

I do consider a lot of the issues that affect the pupils' safety is the number of cars related to parents picking up and dropping off. Could more be done to encourage pupils to either walk or use the school buses or public buses.? Most roads around the school, including Leyes Lane become a car park for these busy periods each day. As most of the pupils are local to Kenilworth surely, they do not need lifts to and from school.

10 Cycleways

Have you considered introducing safe cycle routes to the school? This may reduce the issue of parent parking which is the issue that causes the problems around the school.



RECEIVED - 6 FEB 2017	
COMMUNITIES GROUP	
LEADERSHIP TEAM	
GROUP	

Kenilworth,
Warwickshire,

2 February 2017

Chris Round,
Communities Group, Warwickshire County Council,
PO Box 43,
Shire Hall,
Warwick,
CV34 4SX

Dear Mr Round,

LEYES LANE ROAD HUMPS AND TRAFFIC CALMING

I object to the proposals in their entirety on the following grounds:-

1 Statement of Reasons.

This has presumably been produced to give serious support to your proposals. My comments on the 3 reasons using your numbering are:-

1.1 This "reason" is just a statement of fact. It lends no support to the scheme you are proposing. It is therefore of no value.

1.2 (the first such paragraph)

To just state that Kenilworth school "has been identified" gives no indication as to the thought process that has been adopted to arrive at that conclusion. Without that it is impossible to know if the school has been identified correctly.

1.2 (the second such paragraph)

How has Leyes Lane been identified as needing a lower speed limit and traffic calming measures? Without any justification how does anyone know your conclusions are correct?

I can only conclude that without the necessary supporting information being publicly available, you have not made the case to support your proposals. The question must arise as to the validity of the Public Notice.

I think the public deserve something better than your Statement of Reasons.

2 Other Grounds of Objection

- a The present speed of traffic in Leyes Lane is such that the reduction of the official speed limit will have virtually no effect. It is almost impossible to travel at a greater speed than 20mph during most of the day due to the many side roads and service areas and traffic movements in general, and when pupils are about and parents are collecting them the

speed quite often is walking pace. There is therefore no need to impose a 20mph speed limit, although this would be the less expensive option if it can be justified.

- b Speed humps will give rise to increased pollution as vehicles slow down and accelerate. This is not what is required in a location where many pedestrians are breathing the air, especially children and the many elderly people living in the vicinity.
- c Have the bus companies been consulted? It is quite likely that there will be accidents on board with the elderly as customers get up to alight and fall as the bus unexpectedly goes over a hump. Has this risk been properly assessed?
- d Speed humps will lead to unavoidable maintenance costs due to the pressure of vehicles "landing" on the down side of the hump. Has this extra cost been allowed for in Council spending budgets at a time when there are other more important issues requiring expenditure?
- e It is well known that Kenilworth School is in the process of organising a move from its current site, a proposal fully supported by the ruling political parties. How has the implementation of this scheme been justified bearing in mind the short time it may have any effect?
- f When the school has moved, and any supposed reasons for the humps have ceased to exist, will the humps be removed? Has the cost of this been taken into account?

I consider the people who are going to pay for this scheme need to be much better informed before it is implemented. The availability of public funding is not in itself sufficient to justify making that expenditure. If the scheme can be fully justified, then let all the supporting facts be made known so the public can be satisfied that their money is being spent wisely.

Yours faithfully,




Chris Round Communities,
PO Box 43
Shire Hall
Warwick
CV34 4SX

Ref: Leyes Lane 20mph limit and traffic calming

Dear Mr Round,

I am writing to lodge my opinions on this proposed scheme.

Reducing the limit to 20MPH – I have no objection to this although do not actively support it; as at school times 30mph is not possible anyway due to natural traffic flows.

Traffic calming & speed humps. I object strongly to these on various grounds as detailed below.

- 1) Financial – the local plan identifies that the school will shortly be moving location. At a time of budget constraints (there must be – the potholes haven't been filled on Leyes Lane in 2 years) it makes no sense to spend money on a project that will shortly become redundant.
- 2) Health grounds – the speed humps will increase exhaust emissions on the street along with all the well-documented ill effects this has on health. Adding multiple speed humps will cause people to stop / slow down / speed up repeatedly which produces significantly more pollutants than steady speed driving.
- 3) Noise disturbance – as in the point above stop/start driving is much more noisy and disturbing than steady speed driving, particularly with the road being a bus route and regularly used by HGV's delivering to the shops, both of which generate considerable amounts of noise when slowing and accelerating.
- 4) Amenity & street scene – the extra signs, bollards and coloured sections will completely transform and ruin what is currently a pleasant semirural tree-lined street and is contrary to government policy contained here: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/341513/pdfmanforstreets.pdf - which specifically notes (extract below) aims that streets should be both attractive and reduce pollution – both attributes which this project will harm.

2.2.5 Streets that are good quality places achieve a number of positive outcomes, creating a virtuous circle:

- **attractive and well-connected permeable street networks encourage more people to walk and cycle to local destinations, improving their health while reducing motor traffic, energy use and pollution;¹**

I trust that these views will be taken into consideration and a revised scheme will be produced. Should the scheme go ahead as planned with no regard for these concerns, be aware that I will be monitoring airbourne pollutants and drive-by noise emissions at my property with ISO / industry standard equipment, and should they be worse than prior to any scheme I will be contacting the Press with my findings including the fact that this scheme was progressed despite being warned about the negative impacts, and pursuing all legal recourse available to me to have the system and it's harmful effects removed. Rest assured I will also have the full support of all my neighbours in this action also.

Regards,



objection

RECEIVED - 1 FEB 2017	
COMMUNITIES GROUP	
LEADERSHIP TEAM	
GROUP	

[Redacted]
 [Redacted],
 Warwickshire,
 [Redacted]
 30th January 2017

Ref: Leyes Lane proposed traffic calming.

Dear Sir / Madam,

We wish to object to the above proposals as they currently stand. The proposed measures will affect residents, buses, delivery lorries and emergency vehicles all of the time, not just at the beginning and end of school days during term time.

The two speed humps to the east of The Wardens seem to be particularly unnecessary.

We also object to the entrance to The Wardens being narrowed, parents park almost up to the junction narrowing the road to single width making it difficult and dangerous entering and leaving The Wardens at school finishing time.

Would it not be better for all to install speed cameras to enforce the 20mph limit at appropriate times only? This would remove the permanent inconvenience to everyone else 24 hours a day, 365 days a year.

If the school is moving to a new site, wouldn't it be more cost effective to just have to move the cameras?

Yours faithfully,

[Redacted signature]

[Redacted name]

RECEIVED - 7 FEB 2017

COMMUNITIES GROUP

LEADERSHIP TEAM

GROUP

5th Feb 2017

Dear Chris Round

Leyes Lane order 2017

I object to the proposals described in your letter of 19th January 2017.

The Aim of the proposed measures is presumably to decrease the risk of a child being hit by a vehicle when going to or from school. This is a risk period of less than two hours per day.

During this narrow risk period the risk to children arises from the high density of slowly moving and parked cars, and walking children. Cars and other vehicles park along Leyes Lane and adjoining roads, including The Wardens. Other cars creep along Leyes Lane, to and from school, in and out of the shop car park and the adjoining roads. So cars are weaving in and out and children are haphazardly negotiating these obstacles. Speed is not the main danger as the high density of parked and moving vehicles keeps it low, I guess below 20mph.

The introduction of speed bumps would cause a major inconvenience and annoyance to residents, every time they go out – not just during the narrow risk period.

The ideal solution would be to remove all parked vehicles from the area. Other schools solve this by allowing cars to drop and pick up in their grounds. Other solutions include:

1. Having 20mph flashing lights which come on for the risk period (and no speed bumps).
2. Improving the entrance to the shop car park which is too narrow and causes problems for cars going in and out especially during this busy period.
3. Stopping cars parking on adjacent roads during the period. For example to get out of The Wardens, I have to turn sharp right out of our shared drive, and drive along the wrong side of the road, to the exit into Leyes Lane. I am thus exposed to pick-up cars turning into Leyes Lane.
4. Stopping delivery lorries parking in Leyes Lane, opposite the entrance to The Wardens, which is always a hazard and particularly so during the risk period.

Note also that the position of the pedestrian crossing is not ideal. Children use it after school to go to Tesco. The crossing positions them so that they either must cross the muddy grass and walk through the car park or turn right and walk across the car park entrance. Both options force them to interact with traffic. I guess that moving the crossing eastwards is not possible because it would then be too close to The Wardens?

Yours sincerely

[Redacted signature]

RECEIVED - 6 FEB 2017	
COMMUNITIES GROUP	
LEADERSHIP TEAM	
GROUP	



2 February 2017

Chris Round,
Communities Group, Warwickshire County Council,
PO Box 43,
Shire Hall,
Warwick,
CV34 4SX

Dear Mr Round,

LEYES LANE ROAD HUMPS AND TRAFFIC CALMING

I object to the proposals in their entirety on the following grounds:-

1 Statement of Reasons.

This has presumably been produced to give serious support to your proposals. My comments on the 3 reasons using your numbering are:-

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1.2 (the second such paragraph)

How has Leyes Lane been identified as needing a lower speed limit and traffic calming measures? Without any justification how does anyone know your conclusions are correct?

I can only conclude that without the necessary supporting information being publicly available, you have not made the case to support your proposals. The question must arise as to the validity of the Public Notice.

I think the public deserve something better than your Statement of Reasons.

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- a The present speed of traffic in Leyes Lane is such that the reduction of the official speed limit will have virtually no effect. It is almost impossible to travel at a greater speed than 20mph during most of the day due to the many side roads and service areas and traffic movements in general, and when pupils are about and parents are collecting them the

speed quite often is walking pace. There is therefore no need to impose a 20mph speed limit, although this would be the less expensive option if it can be justified.

- b Speed humps will give rise to increased pollution as vehicles slow down and accelerate. This is not what is required in a location where many pedestrians are breathing the air, especially children and the many elderly people living in the vicinity.
- c Have the bus companies been consulted? It is quite likely that there will be accidents on board with the elderly as customers get up to alight and fall as the bus unexpectedly goes over a hump. Has this risk been properly assessed?
- d Speed humps will lead to unavoidable maintenance costs due to the pressure of vehicles "landing" on the down side of the hump. Has this extra cost been allowed for in Council spending budgets at a time when there are other more important issues requiring expenditure?
- e It is well known that Kenilworth School is in the process of organising a move from its current site, a proposal fully supported by the ruling political parties. How has the implementation of this scheme been justified bearing in mind the short time it may have any effect?
- f When the school has moved, and any supposed reasons for the humps have ceased to exist, will the humps be removed? Has the cost of this been taken into account?

I consider the people who are going to pay for this scheme need to be much better informed before it is implemented. The availability of public funding is not in itself sufficient to justify making that expenditure. If the scheme can be fully justified, then let all the supporting facts be made known so the public can be satisfied that their money is being spent wisely.

Yours faithfully,

[Redacted signature]

[Redacted name]

Chris Round Communities,
PO. Box 43,
SHIRE HALL,
WARWICK. CV34 45X



3rd Feb. 2017

Dear Sir,

I strongly object to the proposed traffic calming measures for Leyes Lane. Quite simply it is not necessary. I have lived in this area for thirty years and not seen or know of any traffic problems, apart from the school run cars, some of which park without thoughts of safety in nearby roads, not generally speaking Leyes Lane.

I have read that the reason for the proposal is Kenilworth School. So, there is this plan to reduce an appropriate and sensible 30 mph speed limit down to 20 mph and also, to insert car damaging humps for good measure; all this at considerably expense of course.

And now; when all this has been done, the said stated reason for doing it, Kenilworth School; is going to move. This is almost unbelievable.

Leyes Lane is not generally a road that attracts speeding and bad driving, there are always exceptions, for those culprits to be caught we would need police or speed cameras and as we very rarely have police around it would have to be cameras.

The School is going; please think again, let common sense win, and save, not waste, money,

yours faithfully



RECEIVED - 7 FEB 2017	
COMMUNITIES GROUP	
LEADERSHIP TEAM	
GROUP	

[REDACTED]
[REDACTED]
[REDACTED]

Communities,
P.O.Box 43,
Shire Hall
Warwick CV34 4SX
Att. Chris Round,

RECEIVED - 8 FEB 2017	
COMMUNITIES GROUP	
LEADERSHIP TEAM	
GROUP	

Dear Sir,

Leyes Lane Proposed Traffic Calming and Speed Humps

I wish to oppose this scheme on the grounds that it is not a cost-effective way of ameliorating a problem which only exists for two periods of 40 mins. a day during term time weekdays. It seems inequitable to impose a 24 hour, 365 day restriction on all other road users for a site which is planned to close and revert to housing. By the time you have added the reversion of Leyes Lane back to its original state, there must be better uses of the ratepayers' money.

Leyes Lane is a major artery for buses and for the Tesco store, Bakers Dozen, Leyes Lane Pharmacy, the Kitchen Shop and Dominos Pizza and The Tiltyard whose only access for deliveries is the car park entrance on Leyes Lane. These services are highly valued by local residents many of whom are elderly or shop there because they have children at the local schools (Leyes Lane and Park Hill) What plans are there to ensure delivery access to these businesses and how does the Council plan to refund the loss of revenue to these businesses to let them remain viable during the un-specified length on these major works?

A similar problem on Cannon Hill Road for the school there was remedied by using 20 m.p.h. Sign that are activated during school entry and leaving times and I am sure this would be more cost-effective both for initial outlay and protect the Council from claims for vehicle damage which stem from speed hump incidents.

Your faithfully,

[REDACTED SIGNATURE]

FAO Mr Chris Round
Communities
PO Box 43
Shire Hall
Warwick
CV34 4SX

RECEIVED - 7 FEB 2017

COMMUNITIES GROUP	
LEADERSHIP TEAM	
GROUP	

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Date: 3rd Feb 2017
[REDACTED]

Re: Leyes Lane, Kenilworth – Proposed 20 mph speed restrictions and speed bumps

Dear Mr Round,

I would like to make the following observations and points **against** these proposals being implemented.

- Why impose an overkill 24x7 solution to something that may exist for a maximum of 1.5 hours in any 24 hour period (when pupils are arriving and leaving, approx. 30 mins am, lunch, pm), only 5 days a week and then only in term time,
i.e. 1.5 hours x 5 days x 39 weeks term time = 292 hours
 $24 \times 365 = 8760$ hours per year
 $292/8760 =$ just 3.3% of the total time (drops to nearer 2% if lunchtime not included and total is only 1 hour per day)
- There is already an element of self-calming due to sheer volume of traffic and the blocking of local roads and services with vehicles collecting and dropping off schoolchildren. Traffic naturally slows down during these periods. I believe average speeds are naturally lowered anyway. Has this been studied and allowed for?
Local residents already avoid the area at this time due to the traffic bottleneck.
- Overall noise and pollution will be increased due to the repeated slowing down and re-acceleration of traffic 24 x 7, not just during the busy periods. Given this is a bus route, buses and indeed other commercial vehicles will add to this pollution for the whole day!
- Authorities are being urged to remove speed bumps and some are not implementing them any further, e.g.....
 - See <http://www.telegraph.co.uk/news/2016/12/01/speed-bumps-could-removed-cut-traffic-pollution-save-lives/> (Telegraph news 1/12/2016)
 - <http://www.independent.co.uk/news/uk/home-news/is-this-the-end-of-the-road-for-the-speed-bump-5355458.html> (Independent 27/03/2004)

- Consider part time signals that limit traffic speed when the school is convening or breaking. Why implement a scheme 24x7 every day of the year?
- Use the available funds to improve and/or move the existing pedestrian crossing to make it safer and more visible. Ensure schoolchildren are "encouraged" to use it and not just wander across the road at any point. Possibly install a second crossing at the other end of the school nearer to Park Hill?
- It's all well and good for the Headteacher and Councillor to make positive press statements about these proposals but I suspect they won't be living with the 24 x 7 solution.
- The school is also looking to move location in the not too distant future, is this really the best use of limited funds when the scheme will have to be reversed later? (I assume it will be?).

This proposal seems to be a bureaucratic over reaction to having a £3m pot of funding available (re article in Kenilworth Weekly News January 27th). It is a sledgehammer solution given the arguments above. Surely we have higher priorities than this for £3m funding given the enormous cutbacks in local services in recent years. For example, the number of pot holes around Kenilworth and surrounding areas must also be contributing to accidents as people try to avoid damage to vehicles. This also a community issue. These could be made good and avoid the consequent damage claims being made against the council. Away from the road budget there must be many other priorities.

Yours sincerely,

[Redacted signature]
[Redacted name]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Mr Chris Round
Warwickshire County Council
Communities Group
PO Box 43
Shire Hall
Warwick
CV34 4SX

Dear Mr Round

Subject : Traffic Calming Scheme Leyes Lane, Kenilworth

I am writing to inform you of my objection to the proposals stated within your traffic calming and road hump scheme for Leyes Lane, Kenilworth. My objection is not about a 20mph zone but the design of the scheme to achieve it.

The reason for my objection is that it will cause more pollution and noise to the local residents. This Lane is used by Public Transport Bus Services, HGV lorries which some are articulated that are making service deliveries to the school and retail businesses. Also local coach services and school buses. These vehicles have heavy duty diesel engines and a lot of these vehicles are of considerable age and cause more pollution.

It appears from the design of the scheme that there is a complete overload of obstacles within the length of Leyes Lane which also cause a hindrance to emergency vehicles.

Has there been any consideration to a more modern and sophisticated scheme? I suspect not.

If this type of scheme has to be used I suggest the speed humps are removed from it and the addition of a further Speed Table installed at The Wardens junction.

If pedestrian protection is the aim of the scheme, then consideration should be given to the School Entrance as this is totally inadequate to cope with large numbers of pedestrians leaving the school at the same time.

The provision of a Pelican Crossing and safety rails to prevent pedestrians spilling onto the road. As pedestrian control is as important as traffic control.

Yours sincerely

[REDACTED]
[REDACTED]

Fwd: Leyes Lane 20mph limit

1 message

Chris Round <chrisround@warwickshire.gov.uk>

24 January 2017 at 08:15

To: Graham Stanley <grahamstanley@warwickshire.gov.uk>, Carolyn Burrows <carolynburrows@warwickshire.gov.uk>

Fyi...

Chris Round

----- Forwarded message -----

From: [REDACTED]

Date: 23 January 2017 at 21:16

Subject: Leyes Lane 20mph limit

To: "chrisround@warwickshire.gov.uk" <chrisround@warwickshire.gov.uk>

Hello Chris

I have read the other objections about the 20 mph speed limit. As its been pointed out speed is not a problem, as its difficult to get up to 30 mph. You will no doubt be aware more accidents happen at 20 mph than 30 mph. putting speed humps in a 20 mph limit is an obscene waste of money. I go over the speed hump in Snitterfield at least once a week and I slow up to 20 mph to go over them comfortably, so what is the point of the humps in a 20 limit. If they where any steeper they could be damaging. When vehicles with lights on go over the speed bumps it causes dazzle reducing visibility even in daylight. What would be a better solution would be have double yellow lines both sides in the school area, giving better visibility as there will be no parked vehicles and only the 20 limit as stated, and move the crossing more central to the school. It would also stop some congestion if the entrance to the shops and restaurant were modified for better access as many children rush to the shops to buy food. I go to Leyes lane shops probably twice a week. [REDACTED]

Regards

Chris Round MCIHT MIHE

Highways Design Engineer

Traffic and Road Safety Group

Communities

Warwickshire County Council

01926413789

E-mail: chrisround@warwickshire.gov.uk



Graham Stanley <grahamstanley@warwickshire.gov.uk>

Re: Leyes Lane 20mph limit

1 message

objection

Graham Stanley <grahamstanley@warwickshire.gov.uk>

31 January 2017 at 12:00

To: [REDACTED]

Cc: Chris Round <chrisround@warwickshire.gov.uk>

Dear [REDACTED]

Thank you for your response regarding your objections to the proposed 20 mph speed limit and traffic calming on Leyes Lane, Kenilworth.

Your objection has been noted and will be reported to the Portfolio Holder for Community Safety in due course.

Kind regards

Graham Stanley
Senior Engineer
Traffic and Road Safety Group
Communities
Warwickshire County Council
Tel No 01926 412640
Minicon 01926 412277
Mobile 07841930586
grahamstanley@warwickshire.gov.uk
www.warwickshire.gov.uk



On 30 January 2017 at 15:55, Chris Round <chrisround@warwickshire.gov.uk> wrote:
fyi...

On 24 January 2017 at 11:11, [REDACTED]

In principle a 20 mph limit in the area of the school is not a bad idea. But I would formally like to object to so called traffic calming humps, on the grounds that they are unnecessary, an expensive waste of time, and could actually make the road more dangerous, and will not reduce the speed in an already 20 mph speed limit. See previous Email [REDACTED]

From: Chris Round
Sent: Tuesday, January 24, 2017 10:34 AM
To: [REDACTED]
Cc: Carolyn Burrows ; Graham Stanley
Subject: Re: Leyes Lane 20mph limit

Dear [REDACTED]

Thank you for your e-mail regarding the proposed 20 mph speed limit and traffic calming for Leyes Lane Kenilworth.

Could you tell me if this is a formal objection to the proposals being put forward please...?

Kindest regards
Chris Round MCIHT MIHE
Highways Engineer
Warwickshire County Council

On 23 January 2017 at 21:16, john osborn <mumbles@live.co.uk> wrote:

Hello Chris

I have read the other objections about the 20 mph speed limit. As its been pointed out speed is not a problem, as its difficult to get up to 30 mph. You will no doubt be aware more accidents happen at 20 mph than 30 mph. putting speed humps in a 20 mph limit is an obscene waste of money. I go over the speed hump in Snitterfield at least once a week and I slow up to 20 mph to go over them comfortably, so what is the point of the humps in a 20 limit. If they where any steeper they could be damaging. When vehicles with lights on go over the speed bumps it causes dazzle reducing visibility even in daylight. What would be a better solution would be have double yellow lines both sides in the school area, giving better visibility as there will be no parked vehicles and only the 20 limit as stated, and move the crossing more central to the school. It would also stop some congestion if the entrance to the shops and restaurant were modified for better access as many children rush to the shops to buy food. I go to Leyes lane shops probably twice a week. [REDACTED] Road.

Regards

Chris Round MCIHT MIHE

Highways Design Engineer

Traffic and Road Safety Group

Communities

Warwickshire County Council

01926413789

E-mail: chrisround@warwickshire.gov.uk

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Regards

Chris Round MCIHT MIHE

Highways Design Engineer

Traffic and Road Safety Group

Communities

Warwickshire County Council

01926413789

E-mail: chrisround@warwickshire.gov.uk

✉

objection

26 January 2017

[Redacted]

Communities - Traffic & Road Safety

Attn: Chris Round

PO Box 43

Shire Hall

Warwick, CV34 4SX

RECEIVED 27 JAN 2017	
COMMUNITIES GROUP	
LEADERSHIP TEAM	
GROUP	

Dear Sir,

Subject: Leyes Lane 20 mph Speed Limit and Proposed Traffic Calming & Road Humps

I have no objection in principle to the application of a 20mph speed limit on Leyes Lane and The Wardens. However, as I explained in my telephone conversation with Chris Round last week, I formally object to the details shown for the narrowing of the bellmouth at the junction of The Wardens and Leyes Lane.

The Wardens is used for car parking every weekday afternoon (during term time), which is perfectly understandable. The cars generally park neatly on the school side of the road. The road is quite narrow and with the cars parked in a line vehicles can only pass in one direction at a time. The road is also on a curve so it is not always possible to see whether you are going to meet another vehicle.

Presently, when turning into The Wardens at the time of the school pick-up, the relatively wide bellmouth is the only place to pass a vehicle leaving the Wardens without having to back back-out onto Leyes Lane. Narrowing the bellmouth would cause drivers to need to back-out onto Leyes Lane, and so this safety measure (to narrow the bellmouth) will generate very dangerous manoeuvres at the point where walkers are crossing The Wardens.

Should the detailed design for the bellmouth ensure that the parked traffic is kept back from the junction (e.g. include double yellow lines round the corner and along the first say 25m of The Wardens), then my objection to the narrowing of the bellmouth would no longer apply.

Yours Faithfully

[Redacted Signature]

Chris Round
Communities
PO Box 43
Shire Hall
Warwick CV34 4SX

6 February 2017

Dear Chris

Proposals for 20 mph limit in Leyes Lane, Kenilworth

The [REDACTED] supports the proposal produced by the task force chaired by Cllr Whitehouse for a 20 mph speed limit in Leyes Lane, Kenilworth. As the task force will know, evidence from numerous studies demonstrates the significant risk reduction of death or serious injury associated with collisions at speeds under 20 mph compared with 30 mph and above. Last September, our own small survey of Kenilworth residents and shoppers identified the lowering of speed limits in the town's residential areas as the most popular initiative we could address. Indeed, the opinion of [REDACTED] aligns with that of the many residents we spoke to who feel that 'Twenty is Plenty' zoning should be a high priority across the town. We would argue that a 20 mph limit in Leyes Lane should be seen as the first step to much wider zoning, especially as the new railway station, HS2 construction, planned re-siting of Kenilworth School, and local housing development plans are likely to create perverse routes for car and lorry users.

However, we do not support the addition of speed bumps. They are costly, inconvenient and, importantly, can increase kerb-side pollution and noise for pedestrians, cyclists and residents. Indeed, a recent report¹ on outdoor air quality and health recommends the removal of existing speed bumps. As Warwick County Council begins rolling out recommendations from its own air quality group², we would emphasize that environmental issues can only rarely be dealt with individually. Policies to improve children's safety need joined-up thinking if they are to avoid *all* the risks posed by vehicles.

We believe that the priorities should be:

- enforcement of the lower speed limits and parking regulations;
- a continuing campaign for school students to walk or cycle;

¹ National Institute for Health Care Excellence 2017

² Warwick District Council, Communities Overview and Scrutiny Committee, Transport Related Air Quality Task and Finish Group, January 2017

- restrictions on the use of the road by HGVs;
- clearly defined cycle ways with suitable surfaces (we note the currently potholed near-kerb road surfaces in Windy Arbour and many other roads);
- planned provision for off-road 'stop-and-drop' areas to avoid illegal parking;
- preferential parking opportunities for plug-in hybrid and electric vehicles due to their zero tailpipe emissions;
- and, not least, a continuing campaign to make the simple and logical argument that car drivers must take personal responsibility to drive more slowly close to schools.

Yours sincerely

[Redacted signature]

[Redacted name]

[Redacted affiliation]

[Redacted address line 1]

[Redacted address line 2]

[Redacted address line 3]

[Redacted address line 4]

Chris Round
Communities
PO Box 43
Shire Hall
Warwick
CV34 4SX

[REDACTED]

9th February 2017

Dear Mr Round

Re: TR/9730-01 – Leyes Lane, Kenilworth – Proposed 20mph Speed Limit and Traffic Calming

Please register my objections to the current proposals as follows:

1. Leyes Lane is an arterial road with good visibility so should remain at 30mph.
 - a. A speed limit of 20mph for all roads off the arterial ones (i.e. Park Hill, Windy Arbour, Leyes Lane, Dencer Drive, Rawnsley Drive) makes sense.
 - b. A speed limit of 20mph on Leyes Lane for 30-60 minutes either side of school start/end times makes sense, although at peak times in practice it is difficult to achieve this speed.
 - c. A speed limit of 20mph on Leyes Lane for 24 hours a day, 7 days per week, makes no sense.
 - d. A speed limit of 20mph on Leyes Lane and 30mph on Keeling Road and Ilam Park makes no sense.
2. Road humps and speed tables are inappropriate for this road – Most of the time they would cause an undue nuisance to local residents, delivery vehicles and buses.
3. The Warwick District Local Plan calls for the school to move to a new site at Southcrest Farm with a target opening date of September 2020 – Can this scheme be justified on that basis?

Alternative Proposals

I'm not sure if these are welcome or of interest, but I would like to see an alternative proposal along these lines:

- A new crossing point on Leyes Lane between Keeling Road and Ilam Park to encourage children to walk from Raglan Grove / Hodnet Close instead of across the car park at the shops.
- Parking restrictions on the corner of Keeling Road and Ilam Park.

Remaining Questions

The "Statement of the Council's reasons" says that, "Leyes Lane has been identified as requiring a lower speed limit, 20mph and Traffic Calming measures between Dencer Drive and Windy Arbour/Park Hill junctions." It would be interesting to see the evidence for this.

Thank you for your kind attention.

Yours sincerely,

[REDACTED]

[REDACTED]
[REDACTED]
Kenilworth
[REDACTED]
[REDACTED]
[REDACTED]

Chris Round Communities
PO Box 43
Shire Hall
Warwick CV34 4SX

21 January 2017

Dear Sir,

The Warwickshire Council (Leyes Lane, Kenilworth) (20 MPH Speed Limit) Order 2017: and Proposed Traffic Calming & Road Humps.

I write in response to and generally in support of the above proposal. As an occupier and owner of a house in Leyes Lane I am in no doubt that some traffic calming measures are definitely required. Daily, I see numerous vehicles entering the Lane from the Windy Arbour end and, probably seeing some 700 yards of straight highway ahead, immediately accelerate to the extent that they activate the 30 mph sign (on the pavement at No 15) within the first 100 yards.

The situation is exacerbated by the twice daily arrival of cars and buses depositing or collecting children from our two schools; queues very quickly form at Windy Arbor end of the road, invariably reaching back to the Upper School entrance. That situation is made even worse by the large number of children walking to the Schools and milling in the 'Lane' itself with even younger children using the 'Lane' as a the route to their School nearer town. However, School periods apart, it must be acknowledged that Leyes Lane is a busy traffic route, used by vehicles leaving town or visiting the Lane's attractive shopping area – or The Tiltyard pub. Also, it is a well-used bus route; one timetable requires two buses in the Lane every 15 minutes, stopping and starting at the Lane's four Bus Stops.

Notwithstanding the above factors, the proposed measures to resolve the situation seem not only over-elaborate, not to mention costly, but verging on overkill. The aim must be to have vehicles moving safely and steadily along the Lane, not proceeding in stops and starts. For example, from my house I can see the Bus Stop opposite Keeling Road. At present traffic, following a bus which stops there, can drive round it if the road is clear but this will not be possible if a speed table with bollards is placed at this junction and invariably a queue will form: stop/start again.

A simpler and less costly solution might be to place road humps at the end of the Lane, emphasising the '20 mph in force' area (the present traffic-activated sign can reinforce the point) with a similar protection for the Lower School/Tiltyard/Shopping Centre/Wardens section.

Further to the above, may I suggest that the road surface is attended to before any work starts: pot holes are frequent and pose a hazard to all users, motorists and pedestrians alike. Might I also point out that the two houses described as 2 & 4 on the Proposal are actually numbered 4 and 6.

Yours sincerely,

[REDACTED SIGNATURE]

RECEIVED 31 JAN 2017	
COMMUNITIES GROUP	
LEADERSHIP TEAM	
GROUP	

14th February
Chris Round
Communities
PO BOX 43
Shire hall
CV34 4SX

[REDACTED]

Re Proposed Traffic calming Speed limit and speed Humps Leyes lane Kenilworth

Dear Sirs

I read in the local press a consultation period exists re the proposals for 20MPH speed limit 24/7 and speed humps to be instigated in Leyes Lane Kenilworth .

Assuming this is due to the two schools in Leyes lane requiring additional safety measures to reduce speed influenced risks I would like to comment as follows .

The school hours where increased risks to pupils is relevant is from 8AM through 4.30PM this giving time for early arrivers and late leavers.

Outside of these hours the risks are as any other roads adjacent EG Windy Arbour . This exists for 39 weeks a year and 5 days a week not 24 hours a day for 7 days a week.

20MPH may well be sensible during the risk core hours above but not 24/7.

In fact at the really busy periods at pupil drop off and pick up times even 20 MPH would be difficult with the volume of traffic generated by parents on such duties.

To then add speed humps on this busy road with buses passing every 7.5 mins is gross over kill .In fact parents and buses continually braking and accelerating over these humps will probably increase the likely hood of collisions head to tail .

The comfort of elderly passengers as the buses drive over the bumps is going to be severely affected. At all times

What thought has been given to the increased toxic emissions from vehicles continually braking and accelerating especially to air quality for residents and especially the young people who will make up the main pavement population at these times.

A better solution would be flashing 20 MPH signs during the core hours Indicated with a "20 MPH when lights flash " sign together with Speed read out signs .

So 20 MPH if you must but not both that and humps .

Yours faithfully

[REDACTED]

[REDACTED]

Wednesday, 08 February 2017

FAO Chris Round
Communities Officer
Warwick Council

Dear Sir

Consultation - RE Traffic Calming Leyes Lane ,Kenilworth

I wish you to seriously re-consider the proposal to introduce traffic Calming measures in Leyes Lane to be effective 24/7 .

The school is obviously busy when Pupils and Staff arrive in the morning and again when leaving in the afternoon. But this only occurs on about **39 weeks** of the year on **five days of the week**.

A speed limit of 20mph could be implemented by **flashing lights** for an hour each morning and evening during arrival and departure times (Say from 8-9 am and again from 4-5 pm). I believe this works well at Balsall Common School.

The provision of Speed humps and Raised platforms **is excessive** in that to address a situation that exists for **about ten hours** a week the neighbourhood is being inconvenienced for **168 Hours** per week every week of the year.

As you will be aware Leyes Lane is a bus route, with buses passing every 15 minutes in each direction. Speed humps and Raised platforms will cause discomfort **and possible injury** to bus passengers as well as **increasing pollution** levels as buses decelerate and accelerate to drive over the obstacles.

Whilst I acknowledge that there could be an accident waiting to happen, to my knowledge, there has been no incident or injury in the **26 years** that I have lived in Kenilworth.

If money is available to spend on roads I suggest that it be used to **repair the numerous potholes** in the town.

Yours Truly

[REDACTED]

[REDACTED]

RECEIVED - 7 FEB 2017	
COMMUNITIES GROUP	
LEADERSHIP TEAM	
GROUP	

[REDACTED]

Chris Round
Communities
Warwickshire County Council

Dear Sir

As a comparatively frequent user of Leyes Lane in Kenilworth I would like to express some comments on the traffic calming scheme proposed by Warwickshire County Council for this road. My first impression is that it using a sledgehammer to crack a nut. The scheme appears to include speed humps and a 20 mph speed limit for 24 hours a day 365 days of the year. I imagine the proposal is for the protection of the pupils at Kenilworth School and to a lesser extent Parkhill as they go to and from school. Clearly this will occur for 2 periods in any 24 hours on weekdays during school terms with therefore scant justification for their presence in the remaining 95% plus of the rest of the time. The local plan suggests that Kenilworth School will have moved from Leyes Lane in the next few years anyway. I occasionally have cause to pass the primary school in Balsall Common at about the time the pupils are going to school. Here they have a system where there are flashing lights switched on to enforce a 20 mph speed limit when the pupils are going to or from school. At other times the lights are switched off and the speed limit reverts to 30 mph. This seems a much more sensible solution as the road users are not inconvenienced for the vast majority of the time and the car suspension is not put under strain by speed humps.

I assume there must have been accidents on Leyes Lane involving school pupils for the traffic calming measures to be proposed as there is a perfectly acceptable crossing for people to use at other times on what is not the busiest of roads.

Yours faithfully

[REDACTED]

Kenilworth

01926 850900

RECEIVED	31 JAN 2017
COMMUNITIES GROUP	
LEADERSHIP TEAM	
GROUP	

objection

Chris Round
Communities Group
PO Box 43 Shire Hall
Warwick
CV34 4SX

27.1.2016

Dear Mr Round

Re Proposed Traffic Calming Order – Leyes Lane, Kenilworth

I am disturbed to see that there are proposals to apply a 20mph speed limit and speed humps to Leyes Lane.

Forgive me, but I was not aware of any problems in respect of serious accidents and /or injuries on this road, which I use frequently, both by car and on foot. Perhaps you could advise me otherwise?

I would have thought that this is one road in Kenilworth where speed limits are respected.

Traffic is already "calmed" by the pedestrian crossing opposite the shops and this appears to be well used by school students also.

You may not be aware of items recently in the Media where other local authorities are getting rid of speed bumps on the following grounds:

Artificial slowing and accelerating for bumps increases fuel consumption and, naturally, exhaust emissions.

There are also engine noise implications.

There is increased wear and tear on vehicles (suspension, clutch etc.).

Road surface changes and variations are a hazard for cyclists.

Bus drivers (of which I am one) suffer increased risk of back problems (no matter how slow a bump is traversed, in a bus the effect is magnified because the driver sits well ahead of the front wheels and the rise / fall is "leveraged"). This is a road enjoying a frequent bus service.

I thought that Warwickshire was a forward looking County Council and yet here we are looking for a solution to a problem that doesn't exist. Even the school here is scheduled soon to move under the recent plans.

Finally (but not incidentally) the cost will no doubt be substantial and hard to justify under the present regime – if the County Council is so flush with funds, perhaps it would be better spent repairing the numerous potholes that scar our roads, both major and minor.

Yours sincerely

[Redacted signature]



Graham Stanley <grahamstanley@warwickshire.gov.uk>

Fwd: Potential installation of speed humps in Leyes Lane, Kenilworth

1 message

Chris Round <chrisround@warwickshire.gov.uk>

13 February 2017 at 10:10

To: Carolyn Burrows <carolynburrows@warwickshire.gov.uk>, Graham Stanley <grahamstanley@warwickshire.gov.uk>

FYI...

Chris R

----- Forwarded message -----

Date: 10 February 2017 at 18:07

Subject: Potential installation of speed humps in Leyes Lane, Kenilworth

To: chrisround@warwickshire.gov.uk

Please may I express my concern at the possible installation of speed humps and a 20mph speed limit in Leyes Lane, Kenilworth?

My understanding is that such speed humps are now considered out-dated as a method of reducing traffic speeds. This is particularly important in areas where children walk regularly.

Some of the disadvantages of speed humps are as follows:

- 1 - There will be increased air and noise pollution when cars slow down and speed up around the speed hump. Surely significant increases in levels of nitrogen oxides in areas where many children are walking is not a good idea?
- 2 - Traffic speeds become unpredictable, making it more difficult for pedestrians to anticipate safe crossing spaces
- 3 - Emergency vehicles must also reduce their speed, even when there are no pedestrians around, which is the majority of the day and night. Research shows every speed hump increases the delay to a fire appliance by 10 seconds, for example. And I wouldn't want to be travelling in an ambulance over one
- 4 - They are expensive to install and maintain
- 5 - They are in place and causing damage (both in pollution terms and for the vehicles who use them) all the time, though the issue of pedestrian safety is limited to very specific times of day around the schools in this area, generally when higher speeds are impossible anyway because of the volume of traffic
- 6 - They reduce fuel efficiency
- 7 - Speed humps must be uncomfortable in order to force drivers to reduce their speed. This discomfort is particularly bad for those suffering from certain conditions, such as back pain

Perhaps most important of all is that there is no evidence that speed humps actually reduce accidents in areas similar to Leyes Lane. I would suggest it's not speed that endangers children in places such as this when they arrive at school and on their way home, it's dangerous driving.

I therefore believe the money set aside for this scheme could be much better spent in driver education and current regulation enforcement rather than the introduction of the blunt instrument of speed humps and a 20-mile-per-hour speed limit.

Yours

--
Regards

Chris Round MCIHT MIHE
Highways Design Engineer
Traffic and Road Safety Group
Communities
Warwickshire County Council
01926413789
E-mail: chrisround@warwickshire.gov.uk



Graham Stanley <grahamstanley@warwickshire.gov.uk>

Re: WCC Order 2017 and Proposed Traffic Calming and Road Humps

1 message

Chris Round <chrisround@warwickshire.gov.uk>

30 January 2017 at 15:56

To: Graham Stanley <grahamstanley@warwickshire.gov.uk>

fyi...

On 24 January 2017 at 11:38, Chris Round <chrisround@warwickshire.gov.uk> wrote:
Good morning Pam,

in relation to the parts of the scheme you object too I have put together responses for all 4 points from above and they are listed below :-

- 1. The additional speed humps are required to help maintain the self enforcing 20 mph speed limit on Leyes Lane. When a road is traffic calmed features need to be no more than 80-100m apart. If the features are further apart then the traffic calming will become ineffective.
- 2. The Wardens is actually being narrowed down to improve pedestrian access across the junction with improved tactile paving slabs and junction protection in the form of bollards to help alleviate parking at the junction to improve visibilty during busy periods.
- 3. Since April 2012 to the present date there have been 6 slight injury accidents and 2 Serious accidents on Leyes Lane. This was one of the reasons the scheme was put forward by Councillors due to its accident history.
- 4. These measures will last for a number of years. During our initial meetings with relevant bodies ie the School, local Councillors etc... the school re-location was mentioned but no confirmed date for this has been agreed. If the school was to move in the 'near' or 'distant' future the scheme would still have relevance as the school could be replaced by any number of commercial or residential properties on the site.

* Thank you for your e-mail regarding the proposed 20 mph speed limit and traffic calming for Leyes Lane Kenilworth and your views and opinions are much appreciated.

Could you tell me (after the above comments) if this is a formal objection to the proposals being put forward please...?

Thanks again
Chris Round MCIHT MIHE
* Highways Design Engineer
Warwickshire County Council

[Redacted signature] 3.1.17

[Redacted line]

[Redacted line]

[Redacted line]

Kenilworth

[Redacted line]

[Redacted line]

FAO Chris Round

Regarding the proposed traffic calming measures on Leyes Lane; my comments/questions are as follows:-

1. I approve of lowering the speed limit to 20mph between the Dencer Drive and Windy Arbour junctions.
2. I approve of full width road humps outside numbers 2/4 and 55/57 Leyes Lane (entrances to zone).
3. I approve of the raised table to encompass the existing zebra crossing.

I object to the other proposals for the following reasons:-

1. Any additional road humps or speed tables will simply encourage school pupils to wander across the road wherever they choose, even more so than they do at the moment.
2. Widening the entrance to The Wardens will cause us residents even more inconvenience than we currently suffer. Even more parents/carers will use the junction to park, drop-off, pick-up or perform u-turns. This is already a hazardous junction due to the number of cars and, in particular, HGVs which park alongside the kerb directly opposite. The main culprits are vehicles making deliveries to the shops. Changing the entrance to the shop/pub car park might be a solution to this, encouraging drivers of those vehicles to use the correct parking space.
3. Is such expenditure needed? Is there evidence of accidents involving school pupils?
4. What is the likely lifetime of these measures? Residents understand that there are plans to relocate the school, making such measures unnecessary.

Regards

Chris Round MCIHT MIHE
Highways Design Engineer
Traffic and Road Safety Group
Communities
Warwickshire County Council
01926413789
E-mail: chrisround@warwickshire.gov.uk

Regards

Chris Round MCIHT MIHE
Highways Design Engineer
Traffic and Road Safety Group

[REDACTED]

[REDACTED]

[REDACTED]

8th February 2017

Dear Mr Round

As both a resident and someone who carries out work at Kenilworth School, entering and leaving at peak times I feel that I should pass on my views of the proposed road change ideas.

Firstly we should look at the number of days that pupils use Leyes Lane, taking away weekends, summer holidays, end of term holidays half term holidays and teacher days. Approximately 70 days from the 260 working days of the year the pupils are NOT in Leyes Lane. The local residents will have to suffer from the changes for 365 days a year. As far as traffic calming features, they are already in place, as the X17 bus service runs every fifteen minutes so if the peak time is taken as 8.00am to 8.45am there will be six buses three in each direction stopping to drop of pupils in the morning and pick them up in the evening. I can assure you that that has a calming effect on the traffic.

I don't rundown all of the proposals, the changes to the road junctions along Leyes Lane should be implemented and I think the crossing should be changed from Zebra to Light Controlled and a 20mph zone implemented at peak times.

My wife and I use Leys Lane most days at various times and it's not unusual for us to be the only vehicle in its entire length. This plan needs a more in depth study if you would care to join me for an hour at 8.00am and 3.00pm one week day I would be happy to walk along Leyes Lane with you and see any problems first hand.

I think the implementation of the proposals would be a complete misuse of public funds considering the future plans for the school.

Yours faithfully

[REDACTED]

[REDACTED]

RECEIVED - 7 FEB 2017	
COMMUNITIES GROUP	
LEADERSHIP TEAM	
GROUP	

████████████████████
 Kenilworth
 Warwickshire
 ████████████████████

5th February 2017

Dear Mr Round
 RE Leyes Lane Kenilworth (20mph speed limit order) 2017

We are parents with children that have attended Kenilworth School and still do attend. We also live in ██████████ and have lived here for 11 years.

We are very much in favour of a speed limit of 20 miles per hour on Leyes Lane as the children's safety is paramount. Our concern is the junction of Leyes Lane and the turning into The Wardens. For years I have had to ferry primary children and preschoolers back and forth to other areas of Kenilworth and have always been very aware of the dangers in Leyes Lane and The Wardens.

Parents waiting for their children to come out of Kenilworth School tend to park in The Wardens. To do this, they drive into The Wardens, then they turn their cars around to face Leyes Lane and park all the way up and less than 10 meters from the junction, sometimes turning in numbers 2 and 7 driveways. Or, in the middle of the road. In doing this, they don't take into consideration or regard residents who are driving into The Wardens at that time, or the school children who are either walking home into The Wardens and even the children who are getting into cars. I have witnessed a number of near misses with the cars and the children around this particular area of The Wardens. Residents leaving The Wardens around 3pm onwards find themselves having to drive on completely the wrong side of the road, and on a blind bend, with no 'pull ins' because of the cars lined up. When we get to the junction we are actually on the wrong side of the road thus causing a hazardous situation, because the cars waiting are very nearly on the junction. Also there is concern that whilst waiting for the cars to leave The Wardens, Leyes Lane traffic will come to a halt when cars waiting to enter The Wardens have to give right of way.

If you notice, the first houses into The Wardens have had to put gates up in order to prevent cars constantly turning on their drives. On

numerous occasions we have followed parents driving as far as our house to turn around and wait in The Wardens.

Whilst you are trying to make safe Leyes Lane, we feel that the alterations to the junction of The Wardens is going to create further problems with traffic congestion for residents and parents and school children.

Not being traffic co ordinators, we don't know how to start resolving this daily problem, but we feel that narrowing the junction is going to make matters much worse rather than better. (Perhaps double yellow lines may deter.) Before the alterations take place we would suggest that The Wardens junction and into The Wardens is monitored at the 2 peak times dropping children off and picking them up around 3.15 pm.

Before any major alterations are done to the junction of The Wardens, please consider very carefully the consequences. The Wardens residents are going to have more trouble than they do already to get in and out of the road. Also we don't believe that the plans drawn up for the junction are going to particularly make it any safer for the school children.

Yours sincerely

A black rectangular redaction box covering the signature of the sender.A black rectangular redaction box covering the name of the sender.

----- Forwarded message -----

From: [REDACTED]
Date: 10 February 2017 at 18:07
Subject: Potential installation of speed humps in Leyes Lane, Kenilworth
To: chrisround@warwickshire.gov.uk

Please may I express my concern at the possible installation of speed humps and a 20mph speed limit in Leyes Lane, Kenilworth?

My understanding is that such speed humps are now considered out-dated as a method of reducing traffic speeds. This is particularly important in areas where children walk regularly.

Some of the disadvantages of speed humps are as follows:

- 1 - There will be increased air and noise pollution when cars slow down and speed up around the speed hump. Surely significant increases in levels of nitrogen oxides in areas where many children are walking is not a good idea?
- 2 - Traffic speeds become unpredictable, making it more difficult for pedestrians to anticipate safe crossing spaces
- 3 - Emergency vehicles must also reduce their speed, even when there are no pedestrians around, which is the majority of the day and night. Research shows every speed hump increases the delay to a fire appliance by 10 seconds, for example. And I wouldn't want to be travelling in an ambulance over one
- 4 - They are expensive to install and maintain
- 5 - They are in place and causing damage (both in pollution terms and for the vehicles who use them) all the time, though the issue of pedestrian safety is limited to very specific times of day around the schools in this area, generally when higher speeds are impossible anyway because of the volume of traffic
- 6 - They reduce fuel efficiency
- 7 - Speed humps must be uncomfortable in order to force drivers to reduce their speed. This discomfort is particularly bad for those suffering from certain conditions, such as back pain

Perhaps most important of all is that there is no evidence that speed humps actually reduce accidents in areas similar to Leyes Lane. I would suggest it's not speed that endangers children in places such as this when they arrive at school and on their way home, it's dangerous driving.

I therefore believe the money set aside for this scheme could be much better spent in driver education and current regulation enforcement rather than the introduction of the blunt instrument of speed humps and a 20-mile-per-hour speed limit.

Yours
[REDACTED]

Regards
Chris Round MCIHT MIHE
Highways Design Engineer
Traffic and Road Safety Group
Communities
Warwickshire County Council
01926413789
E-mail: chrisround@warwickshire.gov.uk

sent email acknowledging receipt of objection

[Redacted]

23/1/17

CB

19 January 2017

Chris Round
Communities,
PO Box 43,
Shire Hall,
Warwick
CV34 4SX

RECEIVED 23 JAN 2017	
COMMUNITIES GROUP	
LEADERSHIP TEAM	
GROUP	

Dear Sir,

I am writing in response to your information notes regarding the 20mph limit proposal for the Leyes Lane. I have no objection to the proposed 20mph zone; it seems sensible given the numerous road intersections and large number of students attending the secondary school.

I note your proposal to alter the kerb profile to a "bell mouth" at road junctions along Leyes Lane. This I support. I have witnessed a number of incidents where drivers attempt dangerous U turns at these intersections whilst delivering/collecting students from the secondary school. Any mitigation to deter these dangerous manoeuvres would be a positive.

However, I do object to the proposed installation of traffic calming features on Leyes Lane. You provide no justification for this in your "Statement of Reasons".

Surely you can impose a 20mph limit without the requirement for traffic calming features? I utterly oppose the installation of traffic calming features as they cause unnecessary deceleration and acceleration of vehicles, which in turn causes increased pollution and noise. It would be far, far better to encourage the movement of vehicles at a constant (but slow) speed through the area, and there is already in effect traffic calming in place on Leyes Lane at peak traffic flows due to parked cars dropping students at the school - it's largely too narrow for two vehicles to pass at all. The additional pollution generated by the constant deceleration and acceleration caused by the navigation of artificial traffic calming features should be avoided at all cost, especially in this age of climate change and soaring fuel prices. I would be much more supportive of "20" and "SLOW" signs painted alternately on the road surface at a 20 yard interval, providing a constant reminder to drivers that they're in a speed restricted zone. I believe this works very effectively in Ireland.

Finally have you considered the negative impact your "speed tables" and "road humps" will have on those using public transport? Leyes Lane currently enjoys a frequent bus service to and from the town centre, Coventry, Warwick and Leamington. As you will appreciate this is well used by senior members of our community. Have you considered the effect on bus passengers of being thrown around the interior of coaches and buses negotiating your tables and humps?

Whilst proposals focuses on the road user; you will appreciate the pedestrian has a role to play in this. Your justification is based on the needs of students attending Leyes Lane School. This is a secondary school; as such I would expect its students to have a thorough understanding of road safety. It would appear from my experience a large number of the cohort need an urgent refresher course for their own safety.

Widening the scope a little. Have you considered placing parking restrictions on roads in the school's immediate area? As a resident of The Wardens I find navigating the roads at the start and end of the school day a nightmare. The inconsiderate parking and driving of parents and guardians is unbelievable. The health benefit students will accrue through walking or cycling to school due to parking restrictions on the immediate area of the establishment would bring a lifelong benefit. I base this on my own experience of cycling some six miles a day throughout my secondary education.

In summary I feel my observations above are realistic, cost effective, environmentally friendly and HEALTHY.

Yours faithfully,

[REDACTED]

[REDACTED]

Mr C Round
Communities
PO Box 43
Shire Hall
Warwick
CV34 4SX

RECEIVED - 6 FEB 2017	
COMMUNITIES GROUP	
LEADERSHIP TEAM	
GROUP	



4th February 2017

Dear Mr Round

Re: The Warwickshire County Council (Leyes Lane, Kenilworth) (20MPH Speed Limit) Order 2017: And Proposed Traffic Calming & Road Humps

Further to your notification dated the 19th January 2017 regarding the proposed calming and road humps along Leyes Lane I assume these are mainly to control the traffic for the school. The traffic outside the school at starting and finishing time does not require calming measures.

During the school times there are so many parked cars on the road that the traffic speed is less than 20mph anyway.

I agree with a proposed raised table at the school pedestrian crossing but strongly suggest that the crossing is upgraded to a pelican crossing to improve traffic control and pedestrian safety.

As there are plans to move the school to a new location I fail to understand the need and expenditure for these current proposals. However, I agree to the speed restriction of 20mph, the construction of the raised table and pelican crossing and a widening of the access to the shops.

The construction of a road hump outside my house will increase the noise levels to the front of the house, to the lounge and master bedroom when traffic brakes and accelerates.

I also have a car that struggles to drive over the road humps and there will be no way to access the rest of the road system.

As the traffic calming is mostly for the school I suggest that the road humps outside 39/41 and 55/57 are removed from the scheme.

Yours sincerely

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Dear Mr Round,

PROPOSED SPEED RESTRICTION AND TRAFFIC CALMING IN LEYES LANE KENILWORTH.

1. I am in favour of speed restrictions in the areas close to schools.
2. I think the benefits are similar to all schools so the policy should be applied more generally to all Kenilworth schools.
3. The installation of road bumps and tables is a poor idea. It causes unnecessary discomfort to bus passengers and delays to the emergency services. There is also a higher risk of damage to vehicles. It encourages people to buy more robust off-road type vehicles which compared to normal cars are heavier, less aerodynamic with higher frictional losses all contributing to greater road surface damage and less fuel efficiency.
4. Provision should be made for reversing any changes made if the school is relocated under the Local Plan.

Suggestions:

5. Introduce 20mph zones around all Kenilworth schools.
6. Use alternative coloured road surfaces to highlight particularly vulnerable areas and create the illusion of road narrowing.
7. Make more effort to educate the school pupils on road safety.
8. Greater enforcement of speed and parking regulations is required around schools.

Thank you for the opportunity to put my point of view.

Yours sincerely

[REDACTED]
[REDACTED]

RECEIVED - 7 FEB 2017
COMMUNITIES GROUP
LEADERSHIP TEAM
GROUP