

20/2/2017

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Concerned that humps on Leyes Lane will
divert traffic through Ham Park & Jacox
Crescent Parkhill in use 7.00am - 6pm
In support of Proposals.



Graham Stanley <grahamstanley@warwickshire.gov.uk>

Re: Leyes Lane 20mph Zone

1 message

IN SUPPORT

Graham Stanley <grahamstanley@warwickshire.gov.uk>

31 January 2017 at 13:33

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

Thank you for your comments received in your E mail of the 27th January 2017, and your support in our proposals.

In response to your points raised, we are looking to widen the footway on the school side of Leyes Lane as part of this scheme.

This will be investigated as part of the Detailed Design process.

We have no proposals to make the flat top humps into pedestrian crossing points.

The tactile paving at the zebra crossing are Red, although they are slightly weathered.

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 15:51, Chris Round <chrisround@warwickshire.gov.uk> wrote:

Fyi...

for your reply....

Thanks
Chris R

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

Date: 27 January 2017 at 14:02
Subject: Leyes Lane 20mph Zone
To: chrisround@warwickshire.gov.uk

Hi Chris

Thanks for the chance to comment on your Leyes Lane scheme.

I live at 8 The Wardens.

It looks like a good scheme and should significantly reduce traffic speeds. I've thought that a scheme like this should have been done years ago.


Just a couple of points :

It looks on the plan as if you intend to put pedestrian guardrail on the southern footway at the speed tables. The footway on this side of the road is congested at school start and finish times and the guardrail will restrict the available width. Is it possible to widen the footway at these points by narrowing the verge or the carriageway?

I think you need buff tactile paving at three of the flat top humps. At the zebra crossing the tactile paving should be red.

Best of luck with the scheme.

Regards


Sent from my iPad

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 Consultation

1 message

Graham Stanley <grahamstanley@warwickshire.gov.uk>

7 February 2017 at 15:29

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

Sallie,

E mail received thank you,

we will consider your request in the Detailed Design stage for the scheme.

Thank you for your comments.

Regards

Graham Stanley
Senior Engineer
Traffic and Road Safety Group
Communities
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Tel No 01926 412640
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On 7 February 2017 at 15:16, [REDACTED] > wrote:
Graham

I just got Chris's out of office so thought I'd forward you my email too.

Regards

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

From: [REDACTED]
Date: 7 February 2017 at 14:57
Subject: Leyes Lane Consultation
To: Chris Round <chrisround@warwickshire.gov.uk>

Dear Chris

I support your proposals for Leyes Lane, however I have concerns regarding the proposed guard railing opposite the junctions of Keeling Road and Ilam Park. I am concerned that if pedestrians cross from the side road they are then faced with guard railing, either forcing them to walk on the road or to jump over them. Is this something that could be reconsidered please?

There is also some guard railing by the pedestrian access by the road hump between the two side roads. Could the guard railing be reduced to one panel or a staggered layout to avoid the above situation when peds cross from the school side please?

I have spoken to Graham and Carolyn in your absence and they suggested I email you to reconsider please.

Thanks

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
Sent: 06 February 2017 11:33
To: 'Chris Round'
Subject: RE: Leyes Lane, Kenilworth - Response to Consultation

Dear Chris,

[REDACTED] considered the following item at a [REDACTED] 2017

The Warwickshire County Council (Leyes Lane, Kenilworth) (20mph Speed Limit) Order 2017 and Proposed traffic calming and road humps.

Members have asked me to give the following response to the Consultation:

[REDACTED] debated these proposals at length but were unable to reach a conclusion. All supported the 20mph speed limit proposal and welcomed calming measures, however requested that Warwickshire County Council give further consideration to alternative measures.

Many thanks

[REDACTED]
From: Chris Round [mailto:chrisround@warwickshire.gov.uk]
Sent: 19 January 2017 07:47
[REDACTED]
Cc: Carolyn Burrows; Graham Stanley
Subject: Re: Leyes Lane, Kenilworth



Graham Stanley <grahamstanley@warwickshire.gov.uk>

Fwd: Road safety proposals in Leyes Lane

1 message

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

7 February 2017 at 12:05

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

From: Chris Round <chrisround@warwickshire.gov.uk>
Date: 7 February 2017 at 12:05
Subject: Re: Road safety proposals in Leyes Lane

[REDACTED]

Many thanks for your support for the proposals.

Regards

Chris

On 7 February 2017 at 09:43, [REDACTED] wrote:

As a regular user of Leyes Lane in the past 25 years - having had three children at Kenilworth school and when visiting the gym, the pub and the church - I write to express my support for the proposals to improve road safety on Leyes Lane.

[REDACTED]

[REDACTED]

[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

--

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



Warwickshire
POLICE



West Mercia
POLICE

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Safer Roads Team
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Rugby
CV21 2XT

Direct Dial: 01788 852054
E-mail: peter.rouse@warwickshire.pnn.police.uk

1st February 2017

Dear Mr Round,

THE WARWICKSHIRE COUNTY COUNCIL (LEYES LANE, KENILWORTH) (20 MPH SPEED LIMIT) ORDER 2017; AND PROPOSED TRAFFIC CALMING & ROAD HUMPS

I refer to your email letter dated 19TH January 2017, seeking the Chief Constables views in respect of a proposal to introduce a 20 mph speed limit and associate traffic calming in Leyes Lane, Kenilworth.

Principles of Speed Enforcement¹

Speed enforcement is time and resource intensive and competes with other important policing priorities of equal public concern. It is not the responsibility of the police to make inappropriate speed limits work. Prevention should rely on public support and compliance by the majority.

Any speed enforcement activity should be proportionate, targeted, consistent and transparent. Where there is alleged non-compliance the road should be investigated to identify whether this is happening and, if this is the case, the likely reasons why this undesirable condition is arising.

When a road looks and feels like the speed limit many will comply and where possible there will be a level of routine enforcement. However, when the limit is confusing or unclear it will not be routinely enforced. Therefore speed restrictions must be appropriate, clear and with the need for compliance obvious to all road users, as this will result in the majority habitually complying.

Mass defiance identifies unsuccessful limits which may be inappropriate. In such circumstances the limit should be reviewed to determine if additional engineering, signing, or even different speed limits are required to achieve compliance by the majority.

¹ References made to ACPO Speed Enforcement Policy Guidelines 2011-2015: *Joining Forces for Safer Roads*



www.warwickshire.police.uk
www.westmercia.police.uk



@warkspolice
@wmerciapolice



warwickshire police
west mercia police

It is these principles that inform any police decision to carry out enforcement, routine or targeted.

Even where a need for police speed enforcement is identified, it must be noted that before any targeted, static speed enforcement operations can be carried out, the intended site will need to be risk assessed to ensure the safety of the officers carrying out this activity and the public.

Key Principles for Setting Local Speed Limits²

- Speed limits should be evidence-led and self-explaining and seek to reinforce people's assessment of what is a safe speed to travel.
- Traffic authorities set local speed limits in situations where local needs and conditions suggest a speed limit which is lower than the national speed limit.
- Local speed limits should not be set in isolation, but as part of a package with other engineering measures to manage vehicle speeds and improve road safety.
- It is important that traffic authorities and police forces work closely together in determining, or considering, any changes to speed limits.
- The full range of speed management measures should always be considered before a new speed limit is introduced.
- The minimum length of a speed limit should generally be not less than 600 metres to avoid too many changes of speed limit along the route.

Warwickshire Police support these principles and deem them to be examples of good practice.

This Consultation

I have examined the proposals, as shown on the drawing you provided (No. TR/9730/01 dated December 2016). It is noted this scheme is intended to improve road safety and the local environment for residents and road users.

Police Response

The focus for Warwickshire Police is to protect people from harm and therefore priority will be given to targeting those people who pose the most risk of harm to themselves, or others.

Warwickshire Police support the principle that well complied with reduced speeds limits can deliver tangible benefits including; reducing the frequency and severity of injury road collisions; and improving people's sense of well being in their local communities and when using the roads. It should be noted that the reduced limits will have to largely rely on their self-regulating qualities.

I am aware that when taking into account the guidance and criteria for the operation of hand held enforcement devices, there are very few locations at the proposed 20 mph speed limit locations where Police enforcement would be practical, therefore it is imperative that any such speed limit should be self regulatory. Were the locations to be nominated as a 'community priority concern' by the local Community Forum, the consideration of any enforcement would be guided by the principles of speed enforcement as set out in this response and carried out in accordance with the ACPO Speed Enforcement Policy Guidelines 2011-2015.

² Taken from Department for Transport Circular 01/2013: Setting Local Speed limits

I have visited Leyes Lane, Kenilworth yesterday and also viewed the speed data provided. I am concerned that the current road surface near the school entrance is in a poor state of repair with a number of potholes along the whole of Leyes Lane, unless the surface is repaired the proposed traffic calming is likely to be compromised.

You have also provided a plan of traffic calming that is proposed to be introduced to self regulate the speed limits you propose.

I **no objections** the proposed 20 mph limit on all roads mentioned in the proposal provided the traffic calming planned is installed.

Yours sincerely,

A handwritten signature in black ink, appearing to be 'Peter Rouse', written in a cursive style.

Peter Rouse
Traffic Management Advisor to the Chief Constable
(Warwickshire)



Warwickshire
POLICE



West Mercia
POLICE

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9th February 2017

Dear Mr Round,

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You have also provided a plan of traffic calming that is proposed to be introduced to self regulate the speed limits you propose. If the traffic calming, as per the plan TR/9730/01 was not to be installed this would compromise the self regulation of the 20 mph limit and the Police would then **object** to the proposal.

I have **no objections** the proposed 20 mph limit on all roads mentioned in the proposal provided that the planned traffic calming is installed.

Yours sincerely,

A handwritten signature in black ink, appearing to be 'Peter Rouse', written in a cursive style.

Peter Rouse
Traffic Management Advisor to the Chief Constable
(Warwickshire)