

Proposed Decision to be made by the Portfolio Holder for Community Safety on or after 21 April 2017

Proposed 20 mph Speed Limit and Traffic Calming Measures for Leyes Lane, Kenilworth

Recommendation

That the Portfolio Holder for Community Safety approves the installation of a 20mph zone and proposed traffic calming and road humps, on Leyes Lane, Kenilworth, in accordance with the Road Traffic Regulation Act 1984 and Highways Act 1980.

1.0 Key Issues

- 1.1 A request has been received from Councillors Shilton, Whitehouse, and Cockburn for the installation of a 20mph zone and traffic calming measures for Leyes Lane, Kenilworth outside Kenilworth School.
- 1.2 The primary purpose of the proposed 20mph zone and traffic calming measures is to reduce vehicle speeds on Leyes Lane to cater for the various pedestrian demands especially child pedestrians in crossing Leyes Lane to Kenilworth School. The proposed measures will look to reduce the number of injury accidents involving school children crossing Leyes Lane. These measures are to be delivered from the School Safety Zones and Routes programme.
- 1.3 All injury accidents outside schools in Warwickshire have been evaluated. Kenilworth school is the only school in Warwickshire with a significant injury accident history involving school children. Data supplied by Warwickshire Police has identified that during the 5 yr period 2012-2016, there were six injury collisions on Leyes Lane, Kenilworth. Four of these collisions resulted in a child being injured on their way to or from school.

2.0 Proposed Scheme

- 2.1 The introduction of a 20mph zone for Leyes Lane and The Wardens, and a series of traffic calming measures as listed :-
 - 20mph signing on Leyes Lane at the junctions with Dencer Drive, Park Hill/Windy Arbour, Keeling Road, and Ilam Park.
 - Raised table junctions at the intersections of Leyes Lane and Ilam Park and Keeling Road.
 - Full width road humps at four locations along Leyes Lane
 - Replacing the existing zebra crossing with a zebra crossing on a raised road hump.

- Improvements to the radii of junctions along the route
See **Appendix A**.

- 2.2 Leyes Lane is mainly residential on the north side, with a supermarket and Public House located east of Ilam Park. Kenilworth School is located on the south side of Leyes Lane and has a large frontage with two entrances onto Leyes Lane. Leyes Lane carries a moderately high traffic flow, with a recorded traffic flow of approx. 3,300 vehicles (two-way) in a 12 hour period.
- 2.3 Speed surveys indicate Mean (average) speeds of vehicles using Leyes Lane recorded at school times of:-

	08:00 - 09:00	15:00 – 16:00
Westbound	21.7mph	21.9mph
Eastbound	20.4mph	20.6mph

3.0 Consultation

- 3.1 Formal consultation for the proposed 20mph zone and traffic calming was carried out between 20th January 2017 and 19th February 2017. Advertisements were placed in the Kenilworth Weekly News, public notices were erected on-street, and information was published on Warwickshire County Council's website. During this period 24 objections have been received relating to the proposals. In addition there were 5 letters of support received from members of the public.

4.0 Objections

- 4.1 Objection: Request for puffin crossing to replace existing zebra crossing

Response: For a puffin crossing to be considered it must be justified in terms of the numbers of pedestrians wishing to cross the road associated with the risk from vehicles. To determine if a puffin crossing is justified a full pedestrian and vehicle survey has been carried out. For a puffin crossing the PV^2 (Pedestrians x Vehicles ²) value is calculated using the data from the survey. For a puffin crossing the PV^2 value must exceed 90 million. In this location the PV^2 value has been calculated as 69 million. It is clear that from the data collected, a puffin crossing is not justified and the existing zebra is working well, and provides adequate opportunities for pedestrians to cross the road safely.

- 4.2 Objection: Request for additional crossing to be provided near the junction with Windy Arbour.

Response: Using the methodology outlined above. A full pedestrian and vehicle count has been conducted in this location. The PV^2 value for the justification of a zebra crossing is 60 million, with a maximum number of vehicles of less than 500 in the peak hour. In this location a PV^2 value of 15 million has been calculated. This shows that a zebra crossing is not justified,

and that pedestrians have ample opportunity to cross the road without any additional crossing provision.

4.3 Objection: to 20mph speed limit

Response: This scheme has been developed to provide a School Safety Zone in response to the number of injury accidents recorded along Leyes Lane involving school children. The scheme is designed to operate as a package of measures including a 20mph speed limit, operational at all times. Together with the traffic calming features proposed, the reduced speed limit is intended to influence driver behaviour to provide a safer environment for school children, and the community as a whole. The design of the scheme is intended to encourage drivers to drive at slower speeds throughout the whole of Leyes Lane.

4.4 Objection: to road humps and tables.

Response: The proposed traffic calming measures consist of a series of full width road humps and raised tables at side road junctions. It also includes raising the existing zebra crossing so that it is situated on a road hump. These raised features have been positioned at regular intervals along the road so that drivers travel at a consistently slow speed throughout. The raised table junctions are designed to be less uncomfortable when driven over, with shallow on/off ramps. They are friendlier to bus passengers and emergency service vehicles as they are longer and cause less jolting within the vehicles.

The raised humps, positioned between the raised tables are also designed to be less intrusive for vehicle occupants. The overall scheme requires traffic calming features at regular intervals so that drivers do not have a tendency to speed up and slow down between features, ensuring a slow but consistent speed is maintained throughout the length of the road.

4.5 Objection: Would like flashing signs at school times instead of full time 20mph speed limit.

Response: For flashing signs to be installed that operate only at school times, would be costly and may be unpopular with home owners living near to the locations of flashing signs. For Leyes Lane to be governed only by flashing signs, it would require signs to be installed at every road junction leading to Leyes Lane, such as the side road junctions of The Wardens, Keeling Road, Ilan Park, Park Hill etc, in addition to at least one at each end of Leyes Lane. The cost of installing such signs and the future maintenance of the signs is high. There is currently no ongoing maintenance budget allocation that could be used for the upkeep or replacement of such signs into the future.

4.6 Objection: Concerns regarding the emergency services and bus operators, and the potential discomfort felt by bus passengers.

Response: During the consultation period, feedback was requested and objections invited from all emergency services and bus operators. With the

exception of Warwickshire Police no responses were received. Warwickshire Police have responded to say they are in favour of the proposed 20mph speed limit and associated traffic calming. Furthermore they go on to add that they would not support a 20mph speed limit without the introduction of traffic calming. Traffic calming manages speed and ensures self-regulation of the proposed 20mph speed limit. Further liaison with Fire and Rescue, Ambulance and bus operators is planned.

The proposed traffic calming features have been designed with shallow on-off ramps, so that buses and emergency service vehicles may travel over them smoothly so that passengers are not jolted within the vehicle.

4.7 Objection: Narrowing the junctions of side roads, in particular The Wardens

Response: Several residents of The Wardens have raised concerns regarding the proposals to reduce the road width at the bell mouth of the junction. Many remark on the current practice by parents of parking within the junction area to wait for children to finish school. The reduction of the bell mouth area is designed to reduce this practice by parents, because of the reduced road width available for entering and egress of the road. It is worth noting that parking within 10m of a junction is prohibited and can be enforced by the Police as an offence. Rule 243 Highway Code 2007 Edition.

In addition to the narrowing of the bell mouth, bollards to protect the footway at the junction will be introduced. This will prevent cars being parked on the footway in these areas in future.

4.8 Objection: Double yellow lines at side road junctions.

Response: Whilst this is not on our current proposed scheme, it may be given consideration in the future.

4.9 Objection: Traffic calming and 20mph speed limit present all the time, even though the school issues are only present for a limited time each school day.

Response: Whilst it is accepted that the school issues of parking and road safety are significant on days when the school is open, the school is used for out of hours' community activities throughout the year. The school is open for students for an extended period each day, and at weekends, operating out of hours' clubs and sporting activities.

4.10 Objection: Relocation of school

Response: It is understood that the school may relocate to an alternative site. The date of relocation is still uncertain, as is the actual site, although it is accepted that a preferred location has been identified. The school may be relocated in around 3-5 years' time. However, the site of the existing school will most probably be made into a housing development. Some respondents have suggested that the traffic calming is removed when the school is relocated. For the benefit of the new residents of the housing estate, and any

children travelling to the new school site and other schools in the area, it is unlikely that this will happen.

4.11 Objection: Additional noise and pollution created by road humps

Response: research carried out on behalf of the Department for Transport has concluded that after the installation of road humps (and speed cushions), the maximum noise levels from light vehicles (cars) are reduced. So too is the overall traffic noise level when light vehicles form most of the traffic stream. In the case of Leyes Lane traffic survey data has shown that cars make up 90% of all traffic.

The effects of speed limits on vehicle emissions depend upon driver behaviour. In urban conditions, some pollutants are likely to increase with vehicle speed, while others may decrease. However, emissions can generally be reduced if vehicles are driven in a smooth manner, and drivers observe speed limits. Self-enforcement by drivers is therefore important. To obtain a general reduction in emissions, traffic calmed areas require a good road design that encourages smooth driving behaviour. The speed of vehicles at the calming features should be, as far as possible, similar to the speed between features. In order to achieve this, relatively close spacing of the features is required. In the case of the proposed scheme at Leyes Lane a consistent spacing of around 70m between features is proposed. In addition to the proposed 20mph speed limit, should result in drivers adopting a consistent speed along the route.

4.12 Objection: Not good value for money

Response: The proposed scheme represents good value for money when compared to the costs associated with injury accidents. The Department for Transport estimate the average value of each injury collision costs society £76,466. The estimated cost of the proposed scheme is in the order of £85,000. Therefore these proposals represent good value for money when compared to the number of injury accidents reported involving children.

4.13 Objection: No evidence of accidents along Leyes Lane

Response: As previously stated, Leyes Lane has a history of injury collisions involving school children. The purpose of this proposed scheme is to improve the safety for children on their school journey. Where traffic calming has been installed in other locations to improve safety around schools it has been very effective. A similar scheme was introduced in Rugby many years ago, near to Ashlawn School, which has been very successful.

5.0 Support

- 5.1 Local County Councillors Shilton, Whitehouse and Cockburn, fully support the introduction of 20 mph Speed Limit and Traffic Calming Measures for Leyes Lane, Kenilworth. The Head Teacher of Kenilworth School and the School Governors also support these measures.

- 5.2 Councillor Whitehouse commented, "Having reviewed all the letters of support and objections to the scheme, I remain strongly in favour of this scheme going ahead"
- 5.3 Warwickshire Police have responded to say they are in favour of the proposed 20mph speed limit and associated traffic calming measures. Furthermore they go on to add that they would not support a 20mph speed limit without the introduction of traffic calming. Traffic calming manages speed and ensures self-regulation of the proposed 20mph speed limit.
- 5.4 The Head Teachers of Kenilworth School and Parkhill Junior School have indicated they are in favour of this project. Several members of the community have also written to add their support for the 20mph zone and traffic calming.

6.0 Financial Implications

- 6.1 Capital funding for School Safety Zones and Routes was agreed at full Council in February 2015. This scheme will be fully funded from this budget at an estimated cost of £85,000.

7.0 Conclusion

- 7.1 The proposed 20mph zone and traffic calming measures will not only benefit parents and pupils who cross to and from school, it will benefit the whole community throughout the day. A 20mph zone and associated traffic calming will contribute to reduced conflict between traffic and pedestrians, encouraging feelings of pedestrian safety. These factors are important in the encouragement of walking within a community and the maintenance of a healthy weight environment.
- 7.2 An assessment of these proposals will be carried out in line with the requirements of The Equality Act 2010. The proposed 20mph zone and traffic calming measures will be constructed in accordance with current design guidelines published by the Department for Transport.
- 7.3 It is recommended that the Portfolio Holder for Community Safety approves the installation of measures as advertised by the School Safety Zones and Routes Capital allocation.

Background papers

Letters of objection and support to the proposals

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This report was circulated to the following elected members prior to publication.

Members: Councillors Horner, Johnson, Lea, Clark, Fradgley, Western, Morris-Jones, Dirveiks, N.Davies

Local Members: Councillors Shilton, Whitehouse, Cockburn, Horner