



Warwickshire
POLICE



West Mercia
POLICE

Ms Debbie Poynton
Traffic and Road Safety
Warwickshire County Council
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Warwickshire Police
Traffic Management Office
Safer Roads Team
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26th April 2017

Dear Ms Poynton,

**THE WARWICKSHIRE COUNTY COUNCIL (WARWICK TOWN CENTRE) (20 MPH ZONE)
AND (TRAFFIC CALMING) ORDER 2017 WITH A SHARED USE FOOTWAY / CYCLEWAY**

I refer to your email letter dated 30th March 2017, seeking the Chief Constables views in respect of a proposal to introduce a 20mph zone with limited traffic calming and a shared use footway / cycle way in Warwick Town Centre, and surrounding roads.

Principles of Speed Enforcement

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.

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



www.warwickshire.police.uk
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warwickshire police
west mercia police

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 Limits¹

- 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 drawings you have provided (No. TR9842 Mar 2017 & TR10170 Mar 2017). It is noted the 20mph zone and associated traffic calming form part of wider transport improvements for Warwick town centre. These wider transport improvements seek to manage traffic flows, improve facilities for pedestrians and cyclists and improve the setting of historic buildings.

Police Response

Currently Warwick only suffers traffic congestion at normal peak times, at all other times and during school holiday periods traffic flows well, unless there is an issue with the strategic network. The strategic network is already under extreme pressure and is unable to cope with any extra demand put on it.

Warwickshire Police and Warwickshire County Council work in partnership and we both follow the guidance for the setting of speed limits provided by the department of transport in circular 01/2013. Warwickshire Police are the sole partner responsible speed enforcement. There is an ever increasing demand for enforcement, which our shrinking resources struggle to prioritise. The National Police Chiefs Counsel guidance is that the enforcement of traffic law by the Police should be guided by the principles of:

¹ Taken from Department for Transport Circular 01/2013: *Setting Local Speed limits*

- **Proportionality** in applying the law and securing compliance.
- **Targeting** of enforcement action
- **Consistency** of approach and
- **Transparency** about where enforcement action is under taken, and why.

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, and partnership agreements are that the Police will not enforce 20mph limits. Therefore it is imperative that any such speed limit should be self regulatory.

Dft Circular 01/2013 states that 20 mph zones require mean speeds already to be at or below 24 mph and require traffic calming measures (e.g. speed humps, chicanes) or repeater speed limit signing and / or roundel road markings at regular intervals, so that no point within a zone is more than 100m from such a feature. In addition, the beginning and end of a zone is indicated by a terminal sign. Zones usually cover a number of roads. Whilst there are no plans showing any speed limit signage, Warwickshire Police would expect Warwickshire County Council to follow this guidance regarding the mean speed at or below 24mph and to provide sufficient speed limit signage and or traffic calming features.

At a recent Police meeting with a representative of Warwickshire County Council, after traffic, signs and regulations changes, WCC reinforced their commitment to using the guidance set out in Dft circular 01/2013. Warwickshire Police are concerned that the Town Centre plan to reduce street clutter may be at odds with this understanding. It is of the greatest importance that speed limits be signed lawfully. It is equally important that speed limits be signed clearly and in accordance with the guidance, so that at no time will drivers be in any doubt about the prevailing limit.

1. Town Centre

Warwickshire Police has **no objections** to the below roads becoming part of a 20 mph zone in Warwick Town Centre as currently proposed.

Commainge Close	Gerrard Street	Cocksparrow Street
Linen Street	Garden Court	Castle Close
Castle Lane	Leycester Place	Back Lane
Castle Court	Castle Street	Cross Street
Yeomanry Close	Chapel Street	Puckering's Lane
Brook Street	Market Street	Market Place
The Holloway	New Street	Church Street
Swan Street	Barrack Street	Joyce Pool
Northgate	Northgate Street	Old Square
Mill Street	Chapel Row	

2. High Street / Jury Street

Warwickshire Police has **no objections** to the above roads becoming part of a 20 mph zone in Warwick Town Centre as currently proposed, providing there is no change to the existing traffic calming.

3. West Street, Friars Street, Bowling Green Street, Theatre Street, Saltisford, Smith Street, St Johns, St Nicholas Church Street, Banbury Road, Castle Hill and The Butts.

As previously stated the Dft circular 01/2013 says that 20 mph zones require mean speeds to be at or below 24 mph and require traffic calming measures (e.g. speed humps, chicanes) or repeater speed limit signing and/or roundel road markings at regular intervals, so that no point within a zone is more than 100m from such a feature. There is no speed or collision data provided for this proposal, therefore WCC cannot demonstrate that mean speeds are at or below 24mph as per the Dft criteria and there is no evidence that the reduction to a 20mph zone is for any road safety grounds.

It is of the greatest importance that speed limits be signed lawfully, It is equally important that speed limits be signed clearly and in accordance with the guidance so that at no time will drivers be in any doubt about the prevailing limit. Warwickshire Police feel that purely making these roads part of the 20mph Zone without any further physical traffic calming will not encourage the adherence to the proposed speed limit and create an unrealistic demand for Police enforcement.

As there is no speed or collision data provided for this proposal, WCC cannot demonstrate that mean speeds are at or below 24mph as per the Dft criteria. There is no evidence that the reduction to a 20mph zone is for any road safety grounds. The proposal for the roads listed below do not meet the criteria in the Dft Circular 01/2013 for a 20mph Zone, therefore Warwickshire Police has to **object** to the proposal of a 20mph Zone on West Street, Friars Street, Bowling Green Street, Theatre Street, The Saltisford, Smith Street, St Johns, St Nicholas Church Street, Banbury Road, Castle Hill and The Butts.

4. Cape Road and Priory Road.

This section of the proposal is for a 20mph Zone with traffic calming and a shared cycleway / footway. Again there is no speed or collision data supplied for this part of the proposal but I note the proposal to introduce traffic calming incorporating vertical deflections and road width narrowing to 3m at some points, to self enforce the 20mph limit on Priory Road

Shared Cycleway / Footway

I have viewed the plans provided with this consultation and also the plans on the Town Centre Web site. The proposal is to provide a contra flow shared cycle / footway. I am also aware that there are plans for the old Police Station Site at the junction of Cape Road and Priory Road to become a new healthcare centre. I would expect pedestrian and mobility scooter use of the footway to increase.

The shared cycle/footway will be on the northern side of the Priory Road abutting Priory Park. Priory Road and the shared cycle/footway fall down hill from the junction of Cape Road to St Johns. This incline is very steep and due to the proposal to narrow the roadway and the vertical traffic calming, cyclist will prefer to ride on the shared cycle/footway downhill.

There is a vehicle parking access point for Rock House that will cross the shared cycle/footway. The visibility from the parking area of the shared cycle/footway is very limited due to the high surrounding wall. I am concerned that this might lead to collisions between vehicles exiting the parking area and users, especially cyclist, of the shared cycle/footway.

Due to the incline cyclists are likely to find themselves riding at inappropriate speeds downhill and as cyclist will be allowed to ride in contra flow, this will put them into conflict with other road and footway users. There are a number pedestrian access point for Priory Park which have high boundary walls which greatly reduce the visibility of the footway, as well as a number of residential entry points and vehicular accesses onto and across the shared cycle/footway. Warwickshire Police have concerns that cyclists are likely to find themselves riding at higher speed due to the incline find themselves in conflict with other shared cycle/footway users especially pedestrians and mobility scooter users from Yeomanary Close. This is not only dangerous but likely to lead to collisions or near misses, which will result in complaints being made to both the Police and County Council.

Traffic Calming

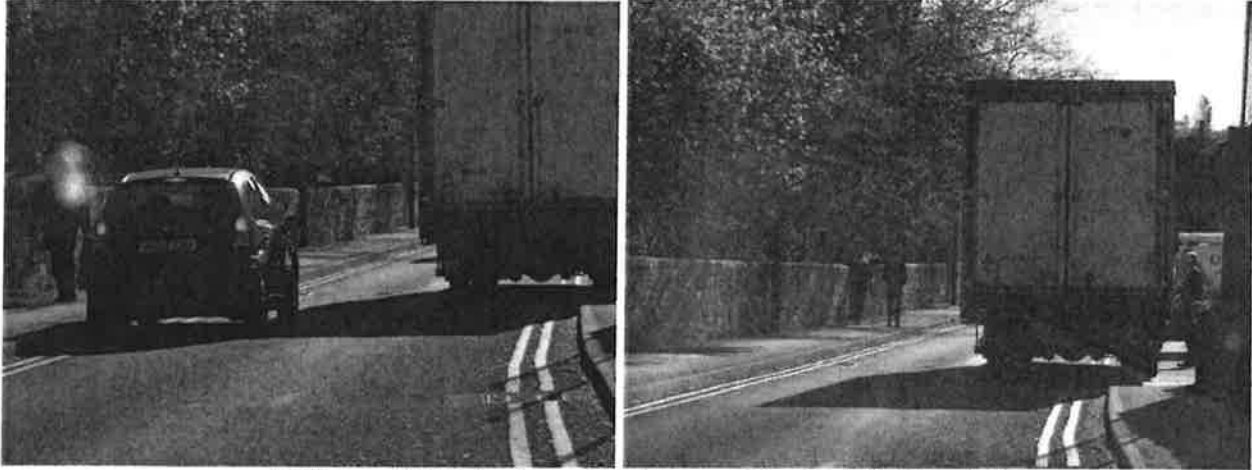
I have studied your plan, TR10170-02 and the proposed footpath build outs at the junctions of Cross Street and Chapel Street with Priory Road. I have reservations regarding the proposed build outs at both these locations with the likelihood of larger vans and lorries exiting these junctions having to mount the shared foot/cycleway to complete their manoeuvres. These types of vehicles have acknowledged blind spots that will put the pedal cyclist, mobility scooter user and pedestrian at risk of being struck.

Warwickshire Police are also concerned that the narrowing of the road width of Priory Road will lead to obstructions and result in congestion when simple daily routine matters such as deliveries to properties on Priory Road occur. Whilst visiting Priory Road I observed a routine food delivery, by a van, to the rear of the Roebuck Public House. This reduced the road width but vehicles were able to pass. The public house also takes dray deliveries of its beer barrels from a lorry to the rear of the premises, as this is where their storage area is.



Delivery Roebuck Public House Priory Road, Warwick.

On the same day, a short while later, I also observed a BT lorry stop at the telephone exchange site to make a delivery. The vehicle had to park part on the road as it cannot access the parking area. This greatly reduced the existing road width. No vehicles would have been able to pass under your proposal of a footpath build out and lane narrowing.



Delivery BT Telephone Exchange Prior Road, Warwick.

Currently some of the Bus routes to and from Warwick Town Centre use The Butts southbound. Proposals on your web site suggest you are considering making The Butts one way northbound. A Double Decker Bus has a 2.6m wide track and is 3m with its mirrors which are approximately 1.85m high. With the narrowed lane, these widths leave little margin of error for the driver and are likely to lead to head strikes, from the mirrors, on users of the shared cycle/ footway. Even if The Butts is not altered, it will not be safe for any bus or other large vehicles such as lorries or agricultural vehicles to lawfully use Priory Road.

Warwickshire Police operate a base on Cape Road, and units will respond to incidents via Priory Road. The narrowing, for practically the whole length of Priory Road and traffic calming will be detrimental to the emergency services, by further reducing the non traffic calmed routes to the areas Accident and Emergency Hospital, as well as affecting their response times around the Town.

Warwickshire Police have concerns with the traffic calming and shared cycleway / footway narrowing of Priory Road to of a minimum 3m for most of its length and that installing vertical deflections along with the 20mph speed limit will impact upon the capacity of the road. Clearly the use of the shared cycle and footway as well as the narrow road width, rather than creating a safer environment, is likely to lead to increased conflict and risk for all road users.

There is no speed or collision data provided for this proposal, WCC cannot demonstrate that mean speeds are at or below 24mph as per the Dft criteria and there is no evidence that the reduction to a 20mph zone is for any road safety grounds. The proposal without the traffic calming does not meet the criteria in the Dft Circular 01/2013 for a 20mph Zone. The proposal also refers to the future Town Centre Plan which identifies that these roads become part of the strategic route for the Town Centre and as a result are going to be carrying more traffic than they currently do. The additional volume of traffic will self regulate speed and the introduction of a 20mph zone with the proposed traffic calming on these roads is only going to increase congestion and slower moving traffic for longer periods of the day potentially causing poorer air quality in an area of the town with a higher concentration of elderly residents.

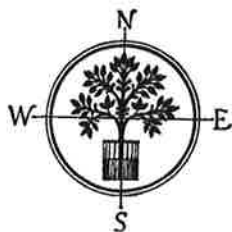
As there is no speed or collision data provided for this proposal, WCC cannot demonstrate that mean speeds are at or below 24mph as per the Dft criteria. There is no evidence that the reduction to a 20mph zone or the traffic calming is for any road safety grounds. The proposal for Priory Road and Cape Road do not meet the criteria in the Dft Circular 01/2013 for a traffic calmed 20mph Zone, therefore Warwickshire Police has to **object** to their inclusion in the proposal.

Warwickshire Police **object** to the introduction of the shared cycle/footway due to the potential unsafe nature of its use and likely conflicts with other users putting safety at risk.

Yours sincerely,



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



THE WARWICK SOCIETY

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sec@warwicksociety.org.uk

Monica Fogarty
Debbie Poynton
Warwickshire County Council
Shire Hall, Warwick

RECEIVED 02 MAY 2017	
COMMUNITIES GROUP	
LEADERSHIP TEAM	
GROUP	

29 April 2017

Dear Ms Poynton,

Objection to proposal for 20mph speed limit on streets in Warwick town centre and for modifications to the layout of Priory Road

1 The Warwick Society strongly welcomes the principle of reducing the speed of vehicles using streets throughout Warwick. This should form part of wider policies:

to reduce the demand for transport, especially by environmentally-damaging and unsustainable modes;

to give priority in the use of road space to people on foot, cyclists and public transport;

to reduce the flow and the impact of motor traffic;

to reduce air pollution in the town centre below its present unhealthy and illegal level;

to improve health and well-being through cleaner air and more exercise; and

to conserve and enhance the historic environment, with its benefit to cultural health and its contribution to the local economy through tourism;

all of which are in accord with national and local transport and other policy objectives.

2 The Society notes that the proposal for a 20mph speed limit on some town centre streets is being considered in isolation, without the other policies necessary to meet either its own or wider objectives.

3 The Society therefore objects to the present proposal. The grounds of its objections are that:

while the proposed order will reduce the *speed limit* it will have little impact on vehicle speeds:

on main streets, except for Priory Road, vehicles will not, without either changes in the streets' layout or effective enforcement, be driven more slowly; and

on minor streets, the use, design and layout already limits speed largely to 20mph or less;

the area of the proposed limit omits significant lengths of streets on which lower speeds are needed for the achievement of all of the policy objectives, in particular streets which are heavily-used by children going to and from school, people on foot, and cyclists;

the area of the speed limit ignores and confuses its interaction with the area covered by other the present 7.5t except for access weight limit and the intended restricted parking zone, in which parking would be permitted only in marked spaces and yellow lines would be removed;

on the one street, Priory Road where physical measures are proposed to affect drivers' perception, they are erratic, presenting both to drivers and as part of the historic environment an appearance inconsistent with that presently existing or potentially created elsewhere in the town centre; and

the boundaries of the proposed area would cause speed limit signs and other clutter to damage the setting and significance of important listed buildings, particularly at West Street (the West Gate), Northgate, St John's (St John's House), and Banbury Road (the Castle and St Nicholas church), and near other buildings; there clearly having been no consideration of this impact in drawing up the proposed order.

5 Specifically, the Society considers that:

the speed limit area at least should cover the same lengths of road as the 7.5t except for access weight limit, the coincidence of the signs reinforcing the message of each; except that the exclusion of Northgate and North Rock from the weight limit (to allow HGV access to Saltisford without being limited by the height of the Birmingham Road railway bridge) should not be perpetuated for the speed limit (which should extend to the former gasworks and include the adjacent residential streets);

as a better option, the 20mph speed limit should cover a wider area than does the weight limit, including parts of the radial roads to and from the town centre, not just streets inside it; it should thus cover at least (described as one approaches the town centre) Banbury Road from south of the Bridge End roundabout, West Street and from the bottom of the steeper gradient at Crompton Street, Hampton Street from the start of the narrow section beside the racecourse stands and the whole of Friars Street, Saltisford from the former Gasworks, Cape Road and Coventry Road from their railway bridges, Emscote Road east of the cycle route access to the Charter Bridge and the whole of Coten End, and of course all of the lesser roads embraced within these limits;

it should also cover the same area as the intended restricted parking zone, each reinforcing the other: the absence of yellow lines eliminates their 'Grand Prix racetrack' effect of delineating street space for speed and makes it apparent to drivers that the streets that they are somewhere special;

the boundary signs for both the speed limit and the restricted parking zone should be at a single location, minimising their visual impact on the historic environment and making a combined effect on drivers; and

these boundaries should in detail be fixed with regard to the visual impact of traffic signs and other clutter on the historic environment, specifically on the setting of very significant listed buildings.

The Society is concerned that the proposal has been put forward without any satisfactory overall discussion with interested parties, nor any attempt to build consensus between those interests. Such discussion is essential in considering the use of the limited space of the town centre streets and the many uses which share it, residential, commercial, tourist, educational, but especially the significance and fragility of the town's historic buildings.

We would be grateful if you would acknowledge receipt of this objection, confirm that you will not proceed with the proposed order and changes in their present form, and inform us when you will be ready to discuss how the principle of reducing vehicle speeds and the other objectives can better be achieved. We strongly wish to ensure that the valuable principle of reducing vehicle speeds is not weakened by ineffective, half-hearted implementation.

Yours sincerely,

James Mackay

James Mackay

Debbie Poynton
Communities Group
Warwickshire County Council
PO Box 43
Shire Hall
Warwick
CV34 4SX

[REDACTED]
Warwick
[REDACTED]
[REDACTED]
[REDACTED]

5th April 2017

Dear Debbie

TRAFFIC SPEED REDUCTION MEASURES – WARWICK

I wish to **OBJECT** to the speed reduction proposals for the following reasons:

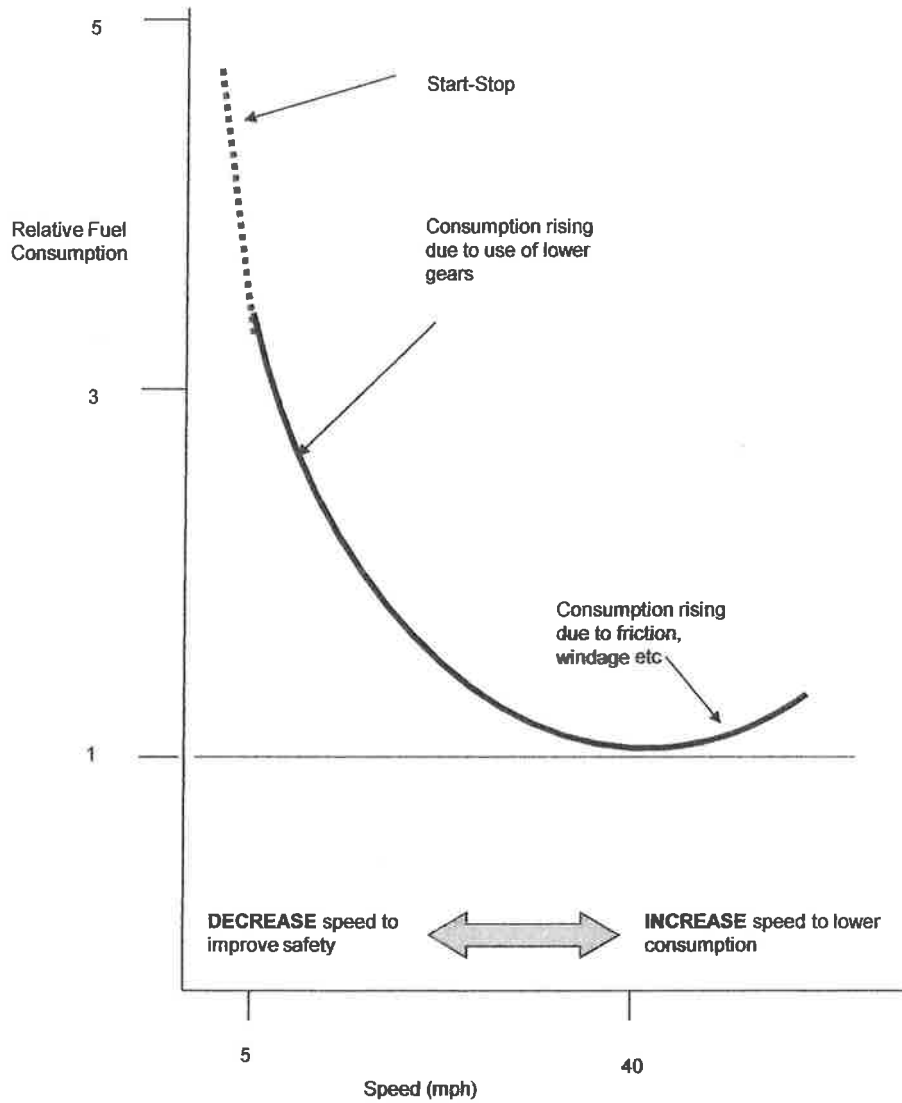
1. Speed reduction inevitably brings about an increase in fuel consumption (see Note 1 below) and hence pollution, yet no measures are proposed to reduce vehicle volumes especially at peak times. Much of Warwick town centre experiences emissions pollution in excess of the established standards, and a proposal which will increase pollution further is unacceptable and arguably illegal.
2. Apart from Priory Road, no method of overall enforcement of the speed limit is proposed, therefore the proposals are without merit. I would respectfully suggest the use of "Average Speed" technology be used especially in Priory Road and St Nicholas Church St/Banbury Road, which are well known as 'race tracks'.
3. As a further contribution to speed reduction I would suggest the widening of the footpath on the NW side of St Nicholas Church St at the junction with St Johns. Here the footpath is (illegally!) less than 1m wide at one point and thus a hazard especially to families with pushchairs and to wheelchair users. This measure will shorten the length of the zebra crossing and narrow the carriageway, thus deterring speed.
4. Subject to the above considerations, I would also suggest the extension of the 20mph limit across Castle Bridge to the Myton Road roundabout in order to encourage cyclists who are otherwise intimidated by the current (unenforced!!) 30mph limit.
5. I would further suggest a pedestrian crossing at the top of Chapel St to create a safe crossing to the Cape Road area.
6. The arrangements at the bottom of Priory Road are unclear. None of the existing Zebra crossings have been identified on your drawings, and it would appear that there will be a conflict between pedestrians on the north side of the crossing and cyclists coming down Priory Road. I would be grateful for clarification on this point.
7. I note that the facility for cyclists coming down Priory Road to filter right into Chapel St (and thus avoid the complex intersection at St Johns should they wish to continue to Banbury Road) has been omitted. It should be restored.

Yours sincerely

[REDACTED]
[REDACTED]

Note 1. Reference TRRL Report LR226 – 1968 from which I have made the accompanying simplified summary (the original is in scientific jargon!)

FUEL CONSUMPTION versus SPEED
(see TRRL Report LR226 – 1968)





Debbie Poynton <debbiepoynton@warwickshire.gov.uk>

Proposed speed limit in Warwick town centre

John Fletcher [REDACTED]

11 April 2017 at 17:32

To: debbiepoynton@warwickshire.gov.uk

Proposed 20mph speed limit in Warwick town centre

1. Speed Limit

In principle I strongly support the proposed speed limit, however:

1. There is no indication as to how the speed limit is to be enforced.
2. The area covered should be extended north to include Albert and Victoria Streets. These streets have parking on both sides and, being straight, drivers tend to speed making crossing by pedestrians dangerous.
3. Speed humps are essential on all roads covered, especially Theatre and Bowling Green Streets, and Castle Hill.

2. Priory Road

1. Speed humps are absolutely essential, and must cover the whole width of the road.
2. Cycle path can not be on the pavement, as it is too narrow for a cyclist and child's pram to pass safely.
3. The pedestrian exits from Priory Park through gaps in the wall would be very dangerous if the cycle path were on the pavement (I know from personal experience having narrowly avoided knocking a cyclist on the pavement into the path of a car).
4. The road is wide enough for vehicles and a cycle path, especially as both vehicles and cycles will travel at the same speed, 20.mph.
5. On a separate but related issue, when work on Priory Road is taking place, can the junction with Chapel Street be narrowed - the present layout does not prevent vehicles from turning right from Priory Road into Chapel Street . A better layout of the junction would still allow large vehicles to turn from Chapel Street into Priory Road especially if the two parking spaces were made parallel with the pavement instead of at right angles to it.

Thank you, [REDACTED]

RECEIVED 18 APR 2017

COMMUNITIES GROUP

LEADERSHIP TEAM

GROUP

[REDACTED] Priory Road

Warwick

CV 34 [REDACTED]

Tel. [REDACTED]

Dear Sir Madam

I am objecting to the plans to alter the pavement down Priory Road.

I live at [REDACTED] Priory Road, where we have six parking spaces outside our properties, one which is disabled, which is shared by me and my neighbour at [REDACTED].

If the pavement is made wider, the road will not be wide enough for parking outside our premises

also turning the existing pavement into a shared pedestrian and cycleway would be a disaster waiting to happen, as people cycling down can easily

2
get up to 30 mph going down the
hill and old people coming up the
from the Old people home would
not be able to avoid any cyclist
coming down.

Your Sincerely

[Redacted Signature]

[REDACTED] GARDEN COURT. WARWICK

[REDACTED]

[REDACTED]

MEMORANDUM

TO: Debbie Poynton Traffic & Road Safety Group. WCC.

FROM: [REDACTED]

C.C. [REDACTED]

SUBJECT: Warwick Town Centre – Proposed 20mph Speed Limit, Traffic Calming – Priory Road Traffic Calming – Shared use of Footway/Cycleway

DATE: 18/04/17

1. We **support** the proposed 20mph Speed Limit Traffic Calming Measures on all those roads in the Town Centre as marked on the plans. This includes the Priory Road Traffic Calming.

However,

2. We **object** to the Shared use Footway/Cycleway on Priory Road.

3. **Priory Road** Our reasoning as follows:-

3.1 **As a generalisation, The Coten End area, because of the proximity to the town centre, has and continues to**

attract an ever increasing number of dwellings, specifically suited to the elderly. By definition, the elderly are people with deteriorating eyesight - hearing - balance and general loss of agility when encountering other users of the roads and pavements, ie. Other Pedestrians, Cyclists and Road Traffic.

3.2. We think that the best method of commenting on the proposed changes to **Priory Road** can best be presented by describing how residents living in the Garden Court/Yeomanry Close area deal with the current traffic arrangements.

3.3. Current Arrangement - Road Traffic.

Vehicles come down the hill at a fairly average speed approaching the current limit (27 mph) fast pace. This is because :-

(a) it is a one-way road.

(b) there are no 'feeder' streets until the Garden Court and Yeomanry Close turn to the left and Cross St to the right, both of which are, circa, three quarters of the way down its length;

(c) it is down hill.

How we deal with this. Despite the traffic travelling comparatively fast, pedestrians need only to look one way to assess speed, distance and time in order to cross the road.

Pavement Traffic (Cyclists).

How we deal with this: Although cyclists travel both up and down the hill either on the pavement or on the road (downhill), this particular traffic stream, more often, occurs at and after work' periods so they don't present a problem at the moment.

'before

Pavement Traffic (Pedestrians).

How we deal with this Pedestrians present no problems

4 There are three traffic streams to be dealt with.

(a) Road Traffic

(b) Cyclist Traffic

(c) Pedestrian Traffic (a major component of which is 'elderly').

4.1. We support the proposed 20mph Speed Limit Traffic Calming Measures on Priory Road

However,

We **object** to the Shared use of Footway/Cycleway on Priory Road, because:-

- 4.2. (a) The mixing of Cyclist Traffic with Pedestrian Traffic high proportion of elderly, some with 'walkers', some with 'scooters') could easily cause accidents.
- (b) The Cyclist Traffic will continue to behave in an undisciplined manner (some riding with Road Traffic and others riding on the pavement). This will continue to confuse pedestrians and will cause accidents.
- (c) The pavement on the north side of Priory Road varies in width along its length and in some places is too narrow to accommodate more than one Traffic Stream (Pedestrians)

(including a

(5)

REF. PLANS! - TR 9842, [REDACTED]

10170 of 402

RECEIVED 27 APR 2017
COMMUNITIES GROUP
LEADERSHIP TEAM GROUP

Dear Debbie Paynton,

PRIORITY ED

WARWICK [REDACTED]

I am writing to register my objections to the above plans. The idea of a shared footway/cycleway down Priory Rd is ridiculous. There are a lot of elderly people in the area and to expect pedestrians & cyclists to share the same 'path' is very dangerous. The speed of the cyclist especially down the road is excessive now. I have actually had them pass me in my car on Priory Rd as it is now, mainly due to the fact it is downhill and they can pick up substantial speeds. If this is approved then there must be some way of restricting their speed.

The proposed 'raised table' at the top of Priory Rd is fine but the one at the bottom is too far down as traffic is already slowing down to turn into Garden Court or Cross St, or approaching the zebra crossing.

Also the 2 speed cushions need to spread across the whole road. As they are proposed vehicles will just straddle them.

With regards to the proposed 20 M.P.H limit throughout the Town Centre. Firstly, this will cause more pollution, as vehicles give out more fumes at this lower speed, also it is actually quite difficult now to exceed 20 MPH in the centre.

The 20 MPH limit should also be extended from each of the junctions highlighted/enlarged on the plan. Along Banbury Rd it should

extend to the island at the Mylton Rd.
At the very busy St Johns junction
the limit should be extended to
the railway bridge on the Conerby Rd
and to somewhere near Sawbury's on
the Embscotte Rd.

At the Saldersford the limit should
extend to the lights past Sawbury's
and at least for a distance of 100
metres from the other junctions.

Yours faithfully



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

Warwickshire

RECEIVED 27 APR 2017	
COMMUNITIES GROUP	
LEADERSHIP TEAM	
GROUP	

21 April 2017

Debbie Poynton
 Communities Group
 PO Box 43
 Shire Hall,
 Warwick
 CV34 4SX

Dear Debbie,

The Warwickshire County Council (Warwick Town Centre) (20mph Speed Limit) Order 2017

I want to object to the proposed introduction of the 20mph speed limit on the following grounds:

1. It is unnecessary given the traffic congestion around the town together with the traffic lights and traffic calming measures which already prevent traffic travelling above 20 mph most of the time.
2. It cannot be afforded. The County Council keeps stating that budgets are tight and being cut. This is unnecessary expenditure particularly after the amounts already spent on traffic calming in High Street and Jury Street.
3. Speed limits set too low are more likely to be ignored. This can be seen regularly along Warwick Street in Leamington Spa.
4. I have been told by the police that they are unable to address speeding in the 20 mph zones in Leamington. If implemented it can only be effective with appropriate enforcement measures.
5. This will not reduce traffic pollution in Warwick town centre, which should be a higher priority for the Council.

Yours sincerely



Carolyn Burrows <carolynburrows@warwickshire.gov.uk>

Re: Warwick Town Centre, Proposed 20mph speed limit zone

1 message

[REDACTED]

To: Carolyn Burrows <carolynburrows@warwickshire.gov.uk>

Dear Carolyn,

Many thanks for discussing the proposed road safety measures in Warwick.

I wish to place on record my objection to the proposal in relation to the 20mph zone to be implemented on West Street, Warwick due to the end point of the zone.

My understanding is that the 20mph zone will end 11 metres after the Castle Lane and West Street junction when travelling in the direction of the Stratford Road. It is also my understanding that the implementation of the 20 mph zone is to improve safety for vehicles, cyclists and pedestrians alike.

It is currently precarious for pedestrians to cross West Street at the best of times due to legally parked vehicles, illegally parked vehicles, volume of traffic and speeding vehicles. The identified safe area for pedestrians to cross has dropped kerbs, central road bollards and 'Keep Clear' notices painted on the road. This pedestrian crossing area falls outside of the proposed 20 mph zone. My expectation is that vehicles will accelerate rapidly at the end of the proposed 20mph zone directly into the only safe pedestrian crossing area on West Street. Additionally, when crossing West Street currently, vehicles are travelling at a constant speed where as, going forward if this proposal is implemented, pedestrians will be expected to anticipate a vehicle's speed during acceleration. This proposal does not provide a safe environment for pedestrians to cross West Street and therefore, I believe the proposal fails to meet its objectives as a road safety improvement scheme for all users.

I wish to state that I do not object to a 20mph zone on West Street, in fact I welcome it, but I do strongly object to the proposed end point. I propose that the 20 mph zone end point should be 10 metres after the 'safe' pedestrian crossing point.

Kind regards,
[REDACTED]On 27 Apr 2017, at 14:22, Carolyn Burrows <carolynburrows@warwickshire.gov.uk> wrote:
[REDACTED]

Thank you for your time this afternoon, and I'm sorry that I could not be more reassuring regarding the concerns you have relating to pedestrian safety on West Street Warwick. Please use this email address to lodge your notification of objection to the proposal.

Kindest regards

Carolyn

Carolyn Burrows
Team Leader - Traffic and Road Safety
Transport and Highways
Communities
Warwickshire County Council
Tel: 01926 412650
Minicom: 01926 412277
Email: carolynburrows@warwickshire.gov.uk
www.warwickshire.gov.uk

Communities Group, PO Box 43
Shire Hall
Warwick
CV34 4SX

[Redacted]
C [Redacted]
Warwick
[Redacted]

28th April 2017

Dear Ms Poyton

Ref Proposed traffic calming measures for Priory Road
TR9842 / TR10170-01 / TR10170-02

I wish to object the proposal on two counts

- 1) The emissions levels with Warwick are already dangerously high, notably on roads with traffic calming measures which causes higher emission levels as cars & out traffic will inevitably speed up & slow down between them. This will directly cause the air quality in our neighbourhood to get worse from a level that is already not fully understood.
- 2) Such a measure does is an unwelcome palliative for the the real issue that, while is growing, there is little or no improvements to infrastructure to by pass the town centre and thus relieving traffic.

Yours faithfully

[Redacted signature block]

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