

Decision to be made by the Portfolio Holder for Transport and Environment on or after 21st July 2017

Proposed 20mph speed limit for Warwick Town Centre, traffic calming and shared cycle/footway, Priory Road Warwick

Recommendations

That the Portfolio Holder for Transport and Environment approves:

1. The introduction of a 20mph speed limit zone for Warwick Town Centre and:
2. The installation of a shared use cycle/footway and traffic calming features for Priory Road Warwick.

In accordance with the Highways Act 1980, Section 65 and Section 90G, and Section 84 of the Road Traffic Regulation Act 1984.

1.0 Key Issues

- 1.1 A public consultation was held in the summer of 2016 to seek the views of residents, local businesses and stakeholders.
- 1.2 The purpose of the consultation was to gauge the level of support from the public and stakeholders to the overall proposals for the town centre and to help decide whether to develop them further. Additional detail was provided on the proposed 20mph speed limit zone and changes to Priory Road.
- 1.3 A report was presented to Cabinet on 8 December 2016, seeking approval to move forward with the 20mph speed limit for the town centre and improvements on Priory Road and Northgate.

2.0 Proposed Scheme

- 2.1 As part of the overarching rationale for Warwick Town Centre, key themes have been to increase use by cyclists and improve facilities and connectivity for cycle and pedestrian use, and reduce traffic speed throughout the key core area of the town.
- 2.2 To achieve these goals, it is proposed to:
 1. Widen the footway to the northern side of Priory Road to allow cyclists to travel into the town centre from the St Johns area. The

proposed shared use cycle/footway will allow sufficient room for cyclists and pedestrians to pass one another. It is likely that cyclists travelling from the Northgate junction towards St Johns will continue to cycle on the carriageway. Cyclists travelling uphill towards the town centre are most likely to use the proposed new facility. As shown in **Appendix A**.

Following detailed design considerations, it will not be possible to widen the footway between Cross Street and St Johns junction because of the need to accommodate delivery vehicles to the Roebuck public house. The shared use cycle/footway in this area will be 1.6m – 2.5m in width, with a pinch point of 1.3m over a short distance (less than 5m).

2. Introduce a 20mph speed limit zone for the whole of Warwick town centre.
- 2.3 The proposed 20mph speed limit zone (**Appendix B**), includes roads within an area bounded by St Nicholas Church Street, Castle Lane, Bowling Green Street, Theatre Street, Saltisford, Northgate and Priory Road. And includes the following roads within the zone

Theatre Street	Commainge Close	Cocksparrow Street
Linen Street	Bowling Green Street	Castle Close
Castle Lane	Leycester Place	Back Lane
Castle Court	Castle Street	High Street
Jury Street	Castle Hill	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
Priory Road	The Butts	Chapel Street
Smith Street	Cross Street	Chapel Row
Gerrard Street	St Nicholas Church St	Mill Street
Garden Court	Yeomanry Close	

For a 20mph speed limit zone to be self-regulating, it is necessary to promote and encourage slow speeds throughout the zone. The Department for Transport (DfT) recommend that any road that has a recorded speed of 24mph or less is suitable for a 20mph speed limit to be applied. However Priory Road currently experiences traffic speeds that are higher than the recommended maximum. To address this issue, traffic calming is proposed in the form of raised tables and speed cushions.

3.0 Consultation on the Proposal

- 3.1 Formal, statutory consultation for the proposed 20mph speed limit zone; traffic calming and shared cycle/footway on Priory Road was carried out between 30th March 2017 and 30th April 2017.

During this period formal objections have been received from Warwickshire Police, The Warwick Society and eight residents.

Objection received from Warwickshire Police

1. Warwickshire Police do not object to the introduction of a 20mph speed limit/zone on the following roads listed within the current proposals

Commainge Street	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	

Warwickshire Police (WP) has objected to the following streets:

1. High Street / Jury Street
WP have no objections to High Street / Jury Street becoming part of a 20mph zone in Warwick Town Centre as currently proposed, providing there is no change to the existing traffic calming.

Response

Any plans to alter the existing road layout for High Street / Jury Street will be the subject of further consultation in due course.

2. 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.

The Department for Transport Circular 1/2013 says that 20mph zones require mean speeds to be at or below 24mph and require traffic calming measures or repeater signing and/or roundel road markings at regular intervals, so that no point within a zone is more than 100m from such a feature. No speed or collision data has been provided, so Warwickshire County Council (WCC) cannot demonstrate that mean speeds are at or below 24mph as per the DfT criteria.

Response

WCC have provided WP with average speed data provided by DfT for the period September 2013-July 2014. This data demonstrates that average speeds on all of the above roads is at or below 24 mph. In addition, it is intended to carry out detailed traffic surveys at various locations throughout the town, so that more accurate data

may be collected to inform the design and positioning of repeater signs and/or additional traffic calming if necessary.

3. Cape Road and Priory Road

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 zone.

Response

Average speeds have been supplied to WP, which indicate traffic speeds on Priory Road are in excess of the DfT criteria for the introduction of a 20mph speed limit. To address this, traffic calming in the form of raised tables and speed cushions are proposed as detailed in **Appendix A**.

With regard to the speed limit proposed for Cape Road, this is a short length near to the junction of Northgate Street. Signing in accordance with DfT guidance will be provided in this location.

4. WP objects 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.

Response

WP has provided detailed information relating to their concerns for the safety of users of the proposed shared cycle/footway. Including their concerns relating to the widening of the footway which will in turn lessen the width of the carriageway, which could result in issues for local businesses and deliveries along Priory Road.

Careful consideration of these issues has been fundamental to the detailed design of the cycle/footway. It has been acknowledged that some businesses such as the Roebuck public house have no alternative but to have deliveries made to the rear of the property on Priory Road. Consultation with the Landlord of the Roebuck has been undertaken leading to the conclusion that it is necessary to leave this section of carriageway at its present width. The shared use cycle/footway in this area will be 1.6m – 2.5m in width, with a pinch point of 1.3m over a short distance (less than 5m).

5. WP raises further concerns relating to the safe operation of the shared cycle/footway in particular for elderly pedestrians and for the householders at Rock House whose access has limited visibility. WP suggest that the introduction of the widened footway together with the redevelopment of the old Police Stn to a Medical centre will attract more use by pedestrians and the elderly potentially using mobility scooters etc. WP go on to add that the shared cycle/footway will be on the northern side abutting Priory Park. The shared cycle/footway falls on a steep downhill incline and cyclists will prefer to ride on the shared cycle/footway rather than the reduced width road.

This could lead to collisions between cyclists and vehicles existing Rock House access, and /or pedestrians.

Response

It is accepted that there may be cyclists who choose to cycle downhill on the proposed shared use facility. However, some cyclists already use the narrow footway to cycle on, in both directions. It is most likely that with a 20mph speed limit in place, most cyclists will choose to cycle on the carriageway as their speed will better match that of any traffic on the road, so that they may cycle within the traffic flow rather than be a hindrance to the downhill traffic.

The residents of Rock House have limited visibility from their access due to a high wall. This is the case at the moment. Any increase width of cycle/footway will enable pedestrians to have more opportunity to avoid conflict with vehicles entering or exiting this access. Cyclists may be present on the cycle/footway, and will need to be aware that a vehicle may wish to exit this driveway, crossing the route. This is the case for any private driveway crossing a shared use facility, and it is for the driver to proceed with caution as they exit their driveway so as not to come into collision with a passing pedestrian or cyclist.

It is accepted that many of the local residents of Priory Road are elderly, and will use the shared use footway/cycleway to access the town centre. It is proposed to widen the existing footway to a minimum width of 2.5m between Northgate Street and Cross Road. Priory Road is a straight road and has clear visibility along the length of the footway/cycleway. Any cyclists using the facility will be able to see pedestrians ahead in time to adjust their speed to avoid any conflict. It is assumed that many cyclists travelling downhill towards St Johns will still choose to cycle on the carriageway given that their speed will be more in line with that of vehicular traffic of 20mph.

6. WP 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 area's Accident and Emergency Hospital, as well as affecting their response times around the Town.

Response

The reduced width of the road may delay emergency vehicles from passing other traffic. However, there will still be opportunities for traffic to move out of the way of emergency vehicles by utilising areas to the south of the road, such as dropped kerb driveways to properties, entrances to businesses such as the BT building and the car park entrance situated approximately half way down the road. The southern side of the road is not generally used by pedestrians as there are no continuous footways on this side of the road. Vehicles pulling across to the southern side of the road to allow an emergency vehicle to pass pose little threat to the safety of pedestrians. Priory Road is already narrow in part, and emergency vehicles would struggle to pass other traffic in some places with the existing road layout.

The introduction of traffic calming measures and the 20mph speed limit should have little effect on the overall response time. If emergency vehicles are currently

travelling at around 30mph on Priory Road, reducing the speed limit and installing traffic calming over the approx.500m length of the road only adds an additional 16-20 seconds to any journey.

Objection received from the Warwick Society

The Warwick Society has objected to the proposed 20mph speed limit on the following grounds;

1. Whilst 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;

Response

This proposed 20mph speed limit zone includes the town centre streets. These streets are the most heavily trafficked by pedestrians and cyclists. Most streets within the proposed 20mph speed limit already have average speeds recorded at or below 24mph and therefore comply with the guidance offered by DfT for the introduction of a 20mph speed limit. Reducing overall speed, during free flow traffic conditions will have a benefit for town centre users.

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

Response

The proposed 20mph speed limit is largely in line with the area covered by the existing 7.5t weight limit, except for access, weight limit. The intended restricted parking zone will be consulted upon in due course, at a later stage, at that time it will be possible to gauge how the signing may be co-located if necessary or desirable.

3. 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;

Response

The proposed traffic calming measures for Priory Road are of a standard design. Priory Road is not one of the most historic in the town centre, having fewer historic properties than other streets. The number of traffic calming features has been kept to the minimum required to allow the introduction of a 20mph speed limit and improved cycle and footway facilities.

4. 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.

Response

For any speed limit to be introduced it is necessary to erect speed limit terminal signs. The location and type of signs proposed should not be dominating to the street scene. However, it is necessary to erect signs so that drivers may be aware of the speed limit change, and the need to drive at the appropriate speed throughout the 20mph speed limit zone.

Clearly, in an historic location such as Warwick Town Centre, it will be necessary to erect signs near to historic properties. Wherever possible these signs will be as least intrusive as possible.

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);

Response

The existing weight limit signing has been erected for many years. The location of the weight limit through Warwick is well accepted, and is generally well observed by drivers of larger vehicles. Introducing too many signs in one location can be difficult, as the message of each can be confusing to drivers who only have a short period of time to read and understand signing as they approach it. Co-location of the signing would necessitate larger more intrusive signs being erected at strategic locations, which could be detrimental to the street scene and setting of some of the historic buildings around Warwick.

6. 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;

Response

The proposed 20mph speed limit covers the town centre area only. The roads within the proposed zone have average speeds at or below the prescribed 24mph necessary for the introduction of a 20mph speed limit zone. With the exception of Priory Road where other traffic calming measures are proposed to restrict speed.

Enlarging the area covered by the 20mph speed limit, would not be possible at this stage, because of the need for existing speeds to be low. Further speed readings will be undertaken to determine if, at a later stage the 20mph speed limit may be expanded to cover other streets.

7. 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.

Response

The area that may be covered by a restricted parking zone has not yet been fully identified. At an appropriate stage this work will identify the limits of the restricted parking zone and any signing necessary. The position of the entry signs will then be assessed, taking consideration of any other signing in the vicinity, such as weight limit or speed limit signing.

8. The Society is concerned that the proposal has been put forward without any satisfactory overall discussion with interested parties, not 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, educations, but especially the significance and fragility of the town's historic buildings.

Response

During the summer of 2016, a public consultation was undertaken. This included meetings and exhibitions with the public and other interested parties. Feedback received from the consultation has been incorporated into the designs for the speed limit and traffic calming proposed.

Objections received from residents

Objection (1)

1. Speed reduction inevitably brings about an increase in fuel consumption, 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.

Response

It has been found that along shorter roads with junctions and roundabout, limiting acceleration to up to 20mph can reduce fuel consumption (source: AA Fuel for Thought report 2008). In addition, the sensitive siting of traffic calming can help to reduce the amount of acceleration/deceleration that each vehicle undertakes by ensuring a more consistent speed along the length of a road, again helping to reduce fuel consumption.

Air quality modelling has been carried out to understand the impact of the wider Warwick Town Centre traffic management strategy. These proposals are the first of a series of improvements planned for the Town centre. This modelling shows that overall; air quality is improved for the town centre. On streets where air quality worsens (due to displaced traffic from the proposed one-way routing), this is well below acceptable exceedance levels.

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 is used especially in Priory Road and St Nicholas Church Street/Banbury Road, which are well known as 'race tracks'.

Response

The proposals for Priory Road include the introduction of traffic calming measures. Where these types of features have been used in other locations traffic speeds have reduced. Average speed data has not identified any locations around the town centre, with the exception of Priory Road where average speeds are in excess of 24mph, and therefore suitable for the introduction of a 20mph speed limit that would be largely self-regulating. Additional, speed data is to be collected that will inform the design of future elements of the town centre traffic management plan.

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.

Response

This report deals with the Priory Road traffic calming and the proposals to introduce a 20mph speed limit for the town centre. The area around the St Johns junction is to be considered in detail at a later stage. The DfT offers guidance to Local Authorities in the form of design guides, for minimum footway widths. Existing infrastructure often falls below these guidelines, particularly in narrow historic streets. There is no legal requirement for all footways to be a minimum width, however, when detailed plans are developed for the St Johns junction, it is hoped that more suitable footways can be provided.

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.

Response

The 20mph speed limit has been deliberately kept to a small area around the town centre, where traffic speeds are already low. Widening the 20mph limit out to include the Castle Bridge would require additional engineering features to ensure traffic speeds are maintained at a low level. The historic setting of Castle Bridge would not naturally lend itself to the introduction of engineering measures suitable for the reduction of speed i.e. traffic calming. There are no current plans to extend the 20mph speed limit further along Banbury Road.

5. I would further suggest a pedestrian crossing at the top of Chapel St to create a safe crossing to the Cape Road area.

Response

As part of the wider improvements planned for the town centre, the junction of Cape Road and Northgate Street is to be altered. These alterations will include the introduction of pedestrian and cyclist facilities to allow safe passage across the road.

6. The arrangement at the bottom of Priory Road is 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.

Response

There are no plans to remove the existing zebra crossings at the bottom of Priory Road and Smith Street at this time. However, future plans include alterations to this junction which will continue to include pedestrian facilities to enable safe passage across the road.

7. I note that the facility for cyclists coming down Priory Road to filter right into Chapel Street (and thus avoiding the complex intersection at St Johns should they wish to continue to Banbury Road) has been omitted. It should be restored.

Response

Although not specified in detail on the consultation plans, there are no proposals to remove the cycle filter lane to access Chapel Street from Priory Road.

Objection (2)

Speed Limit

In principle I strongly support the speed limit, however:

1. There is no indication as to how the speed limit is to be enforced.

Response

Working within the guidance issued by DfT; any proposed 20mph speed limit that has average speeds of at or below 24mph should be largely self-regulating. Negating the need for any enforcement. For the roads within Warwick Town Centre, as advertised, the only road where speeds are in excess of 24mph, is Priory Road, where further engineering measures in the form of speed tables and speed cushions are proposed, to restrict average speeds. Further speed data will be collected to inform future designs.

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.

Response

It may be possible to extend the currently proposed 20mph speed restriction to other roads, if the speed of traffic has average speeds of 24mph or below. Further work is proposed and this may be considered at a later stage.

3. Speed humps are essential on all roads covered, especially Theatre and Bowling Green Streets, and Castle Hill.

Response

It is not proposed at this stage to introduce any additional traffic calming on the roads mentioned above. However, as previously stated, if average speeds are higher than the compliance level expected for a 20mph speed limit, it may be necessary at a later stage to implement further works. Additional speed survey checks will be carried out to inform future plans and designs.

Priory Road

1. Speed humps are absolutely essential, and must cover the whole width of the road.

Response

Two forms of traffic calming are proposed for Priory Road; raised tables that cover the whole width of the road at the Chapel Street junction and the Yeomanry Close/Cross street junction. In addition it is proposed to install two speed cushions, near the BT building. The type and spacing of these features conforms to the requirement of The DfT's guidance on speed restrictions within a 20mph speed limit.

2. Cycle path cannot be on the pavement, as it is too narrow for a cyclist and a child's pram to pass safely.

Response

The proposed shared cycleway/footway will be a minimum width of 2.5m from Northgate Street to Cross Street. This width will allow a cyclist and pedestrian with pushchair/wheelchair etc to pass each other 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).

Response

The widening of the shared footway/cycleway will allow sufficient room for pedestrians and cyclists to manoeuvre safely around each other.

4. The road is wide enough for vehicles and a cycle path, especially as both vehicles and cycles will travel at the same speed, 20mph.

Response

It is not possible to introduce a cycleway within the existing carriageway width, due to the road being insufficiently wide at various locations where there are designated parking spaces. Therefore it is proposed to provide an off-carriageway facility as a shared use footway/cycleway. This will mean no loss of on-street parking for residents or visitors to the properties situated in Priory Road.

It may be that cyclists who are travelling downhill towards St Johns will choose to cycle on the carriageway, given they will be travelling at a similar speed to vehicular traffic.

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

Response

It may be possible to further restrict the junction of Chapel Street to discourage drivers from turning right into Chapel Street. However, access from Chapel Street into Priory Road must be maintained particularly for service vehicles such as refuse vehicles or delivery vehicles.

Objection (3)

1. I am objecting to the plans to alter the pavement down Priory Road. I live on Priory Road where we have a number of parking spaces outside our properties, one of which is a designated disabled space. If the pavement is made wider the road will not be wide enough for parking outside our premises.

Response

There are no plans to remove the existing designated parking spaces on Priory Road.

2. Also, turning the existing pavement into a shared pedestrian and cycleway would be a disaster waiting to happen, as people cycling down can easily get up to 30mph going down the hill and older people coming up from the Old People's Home would not be able to avoid any cyclist coming down.

Response

It is expected that many cyclists will still prefer to cycle on the carriageway when descending the hill towards St Johns. However, if cyclists do choose to cycle on the shared facility there will be ample space for a cyclist and pedestrian to pass one another in safety. As Priory Road is a straight incline there will be enough forward visibility of cyclists and pedestrians for them to give and take and share the space responsibly.

Objection (4)

We support the proposed 20mph speed limit and traffic calming, including the Priory Road traffic calming. However we object to the shared use footway/cycleway on Priory Road.

This is because:

As a generalisation, the Coten end area, because of its 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, i.e. other pedestrians, cyclists and road traffic.

The mixing of cyclist traffic with pedestrian traffic including a high proportion of elderly, some with 'walkers' some with 'scooters', could easily cause accidents. 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.

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).

Response

It is proposed to widen the existing footway to a minimum width of 2.5m from Northgate Street to Cross Street junction, to accommodate both pedestrians and cyclists. This arrangement has worked well in many other locations, without any significant risk of accidents occurring.

It is accepted that there are many elderly residents who live towards the St Johns junction and they are likely to use walking aids. There is clear visibility along the length of the proposed shared footway/cycleway to enable pedestrians and /or cyclists to give way to one another if necessary.

Many cyclists travelling downhill may choose to remain on the carriageway as they will be able to travel at similar speeds to vehicular traffic with the introduction of a 20mph speed limit.

Objection (5)

1. I object to the shared footway/cycleway down Priory Road as it is ridiculous. There are a lot of elderly people in the area and to expect pedestrians and cyclists to share the same 'path' is very dangerous. The speed of the cyclists

especially down the road is excessive now. I have actually had them pass me in my car on Priory Road 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.

Response

It is proposed to widen the existing footway to a minimum width of 2.5m from Northgate Street junction to Cross Street junction to accommodate both pedestrians and cyclists. This arrangement has worked well in many other locations, without any significant risk of accidents occurring.

Many cyclists travelling downhill may choose to remain on the carriageway as they will be able to travel at similar speeds to vehicular traffic with the introduction of a 20mph speed limit.

2. The proposed 'raised table' at the top of Priory Road 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 two speed cushions need to spread across the whole road. As they are proposed vehicles will just straddle them.

Response

Two forms of traffic calming are proposed for Priory Road; raised tables that cover the whole width of the road at the Chapel Street junction and the Yeomanry Close/Cross street junction, and, two speed cushions, near the BT building. The spacing of these features conforms to the requirement of The DfT's guidance on speed restrictions within a 20mph speed limit.

3. With regards to the proposed 20mph 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 20mph in the centre. The 20mph speed limit should also be extended from each of the junctions highlighted on the plan. Along Banbury Road it should extend to the island at the Myton Road, at the very busy St Johns junction the limit should be extended to the railway bridge on the Coventry Road, and to somewhere near Sainsbury's on the Emscote Road. At the Saltisford the limit should extend to the lights past Sainsbury's and at least for a distance of 100m from the other junctions.

Response

It is accepted that some streets will have additional pollution, but this will be balanced overall by reductions in air pollution for those streets where less traffic will be present, on completion of the Warwick Town Centre plan in its entirety as displayed at the recent public consultation held in the summer of 2016.

As previously noted, any extensions to the proposed 20mph speed limit, will need to be considered at a later stage, dependent upon traffic speed data to be collected.

Objection (6)

I want to object for 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 20mph most of the time.

Response

It is agreed that traffic speeds are already low in the town centre, at peak times when traffic volumes are high. However, during free flow conditions, traffic speeds are increased in some locations. These proposals offer a holistic approach to traffic management for the whole of the town centre.

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.

Response

Funding has been secured for the Warwick Town centre traffic management project through developer contributions from the south-west Warwick developments. The funding is intended to enhance the town centre through minimising the impact of traffic, and providing better connectivity for pedestrians and cyclists.

3. Speed limits set too low are more likely to be ignored. This can be seen regularly along Warwick Street in Leamington Spa.

Response

Traffic speeds are largely dependent on the speed at which a driver perceives the environment. In a built-up area such as Warwick Town Centre, it is likely that drivers will naturally adhere to lower speeds as the norm due to the environment.

4. I have been told by the Police that they are unable to address speeding in the 20mph zones in Leamington. If implemented it can only be effective with appropriate enforcement measures.

Response

Warwickshire Police do not routinely enforce within 20mph speed limit areas. Within the area proposed to be a 20mph speed limit, the average speeds recorded are already low, and therefore the proposed speed limit will be largely self-regulating. Negating the need for any enforcement.

5. This will not reduce traffic pollution in Warwick town centre, which should be a higher priority for the Council.

Response

As previously stated, it has been found that along shorter roads with junctions and roundabouts, limiting acceleration to up to 20mph can reduce fuel consumption (source: AA Fuel for Thought report, 2008). In addition, the sensitive siting of traffic calming can help reduce the amount of acceleration/deceleration that each vehicle

undertakes by ensuring a more consistent speed along the length of a road, again helping to reduce fuel consumption.

Air quality modelling has been carried out to understand the impact of the wider Warwick Town Centre traffic management strategy. These proposals are the first of a series of improvements planned for the Town centre. This modelling shows that overall; air quality is improved for the town centre. On streets where air quality worsens (due to displaced traffic from the proposed one-way routing), this is well below acceptable exceedance levels.

Objection (7)

Objection to the extent of the proposed 20mph speed limit on West Street.

I wish to place on record by 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 20mph 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 20mph zone. My expectation is that vehicles will accelerate rapidly at the end of the proposed 20mph zone directly onto the only safe pedestrian crossing area on West Street. Additionally, when crossing West Street currently, vehicles are travelling at a constant speed whereas, going forward if this proposal is implemented, and 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 do strongly object to the proposed end point. I propose that the 20mph zone end point should be 10metres after the 'safe' pedestrian crossing point.

Response

The proposed speed limit will terminate at a point 11m from the junction with Chapel Lane on West Street. This is approx. 50m north of the pedestrian refuge island. The proposed 20mph speed limit has been kept close to the town centre, so that it is largely self-enforcing. Any additional extension of the 20mph speed limit will need to be assessed in accordance with the criteria that form the basis of the WCC policy on setting of local speed limits which conforms to the guidance within the DfT publication C1/2013.

Further speed surveys are proposed, to assess the suitability of any additional measures necessary to restrict traffic speeds, and inform future design work within the town centre project.

Objection (8)

I wish to object to the proposals on two counts

1. The emissions levels within Warwick are already dangerously high, notably on road with traffic calming measures which causes higher emission levels as cars & other traffic will inevitably speed up and 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.

Response

As previously stated, It has been found that along shorter roads with junctions and roundabouts, limiting acceleration to up to 20mph can reduce fuel consumption (source: AA Fuel for Thought report, 2008). In addition, the sensitive siting of traffic calming can help reduce the amount of acceleration/deceleration that each vehicle undertakes by ensuring a more consistent speed along the length of a road, again helping to reduce fuel consumption.

2. Such a measure is an unwelcome palliative for the real issue that, while the town is growing, there is little or no improvements to infrastructure to bypass the town centre and thus relieving traffic.

Response

A number of proposals are being taken forward to ease traffic flows around Warwick town centre. This includes highway proposals to encourage traffic to stay on the strategic network to access their final destinations rather than route through the town centre e.g dualling of Europa Way, and highway proposals to ease the flow of traffic into and out of the town centre (improvements to Stanks Island).

In addition, proposals to encourage people to travel by alternative modes are also being developed. For example a Park & Ride site is proposed to the south of Warwick and Leamington near to the Greys Mallory Island. This will serve both Warwick and Leamington town centres and provide a remote parking solution for those wishing to access employment sites to the south of the town or to the town itself.

Support

3.8 Local County Councillors have been engaged with these proposals for some time. Meetings have been held with previous County Councillors Warner and St John and the current County Councillor Holland. Liaison meetings with Cllr Holland and new Councillors Singh Birdi and Mrs P Williams are proposed. These meetings will be held on a regular basis to keep local Members informed of the progress of the plans. The proposals have been well received by Councillors who are keen for these proposals to be taken forward to implementation stage.

Cllr John Holland has made the following comments in support of these proposals "I support the proposal. This is part of a carefully considered larger scheme where action has to be taken to improve air quality. The whole scheme was subject to an extensive public consultation last year and strongly supported.

I have carefully read the comments received and on balance they are asking the County Council to go further and this can be considered in due course.

Warwick Town Council (of which I am a member) have unanimously supported this proposal.”

3.9 In addition several letters of support have been received from the public and other stakeholders.

4.0 Financial Implications

4.1 At the Cabinet meeting of 8th December 2016, approval was granted for funding received from s106 contributions from South West Warwick developments to be used to facilitate the ‘early deliverable’ schemes. These proposals form part of that package of work. The cost of these proposed works is estimated to be in the region of £120,000. The current level of s106 contributions available from the South West Warwick developments is in the order of £1.0m.

5.0 Conclusion

5.1 The proposals include the introduction of a 20mph speed limit zone for the centre of Warwick. This proposal aims to reduce the inconsistency of speed within the central core of the town centre. Making journey times more reliable and easing congestion. All roads within the proposed limit (with the exception of Priory Road) currently have low recorded average vehicle speeds; compliant with the guidance issued by DfT. Enforcement is unlikely to be necessary. Where speed is higher than 24mph, such as on Priory Road, traffic calming measures in the form of raised tables and speed cushions are proposed. This will ensure all routes are self-regulating at slow, consistent speeds. To ensure the 20mph speed limit is complied with, repeater signing at intervals will be provided. Acting as reminders for drivers to comply with the limit, and responding to concerns raised by Warwickshire Police that the limit will not be self-regulating.

One of the key themes for the town centre management plan is to improve facilities and connectivity for pedestrians and cyclists. The introduction of a shared use cycle/footway along Priory Road, will link the St Johns area of the town with the town centre, making routes from the railway station and other local centres more accessible. Concerns raised by elderly residents from the Priory Road /St John’s area of the town in relation to the proposed shared cycleway have been considered. Given that Priory Road is a straight road; there will be sufficient time and clear visibility of cyclists and pedestrians, to allow each to pass one another in safety. It is assumed that each will consider the others needs respectfully and make any adjustments necessary, such as for wheelchairs or pushchairs so that they can co-exist without causing any collisions. It is also assumed that many cyclists will choose to continue to cycle on the carriageway, given the introduction of the proposed 20mph

speed limit. This should enable downhill cycling to be more aligned with the speed of other traffic, and not be an encumbrance to the traffic flow on Priory Road.

Air quality has been raised by objectors, who have concerns that these proposals will add more pollution from vehicles. Research has shown that where traffic speeds are consistently low, and acceleration and deceleration are reduced, such as in a town centre environment, fuel consumption is reduced leading to less pollution. With the introduction of a 20mph speed limit, for the town centre, traffic speeds should be consistently low.

It is accepted that until the full town centre management plan is implemented, there will be some increases in traffic in some locations and at some strategic junctions. However, when further work to reduce through traffic, such as the planned dualling of Europa Way is completed it is hoped that there will be a corresponding reduction in through traffic and therefore less pollution from vehicles.

The extent of the proposed 20mph speed limit has been considered. There are three key factors when determining the length of any proposed speed limit; current average speeds, the environment and injury collisions.

With regard to current average speeds; the available average speed data shows that traffic is already travelling at or below 24mph along all of the roads included in the proposed 20mph speed limit zone, with the exception of Priory Road, where additional speed reducing features are proposed.

The environment of the proposed 20mph speed limit is restricted to the central core of the town centre thus concentrating on those roads where the heaviest pedestrian movements are found. Increasing the connectivity to the central core enables cycle and pedestrian journeys to be more easily taken, and will allow further development of key pedestrian and cycle routes to be developed.

Traffic calming measures including speed reduction and maintenance, have a positive impact on walking and cycling due to increased safety levels. If more people can safely walk and cycle and are encouraged to do so, this has a positive effect on physical and mental wellbeing. (Public Health Warwickshire, Healthy Travel Choices, 2016).

Interrogation of the injury accident data base has found only a relatively small number of collisions in the core centre of the town. There have been 27 injury collisions; 8 of which involved pedestrians and a further 8 involved cyclists. These account for 60% of the injury collisions recorded for Warwick town centre in the last 3 years (2014-2017). Improving the network for cyclists and pedestrians will enable safer journeys to be taken.

To expand the radius of the 20mph speed limit, will require further work. At later stages of the town centre management strategy, additional speed data will be collected, and consideration will be given to how a wider area might be governed by a 20mph speed limit, however, this may need to include

additional traffic calming measures, to ensure compliance, which in the historic setting may not be welcomed or desirable.

It is therefore recommended that these proposals are approved as advertised, but acknowledging the need to retain the existing carriageway width from the Cross Street junction to allow deliveries to the Roebuck public house. Noting the references to other elements of the wider strategy for Warwick town centre, and that further work is planned to follow in due course.

Background papers

Letters of Objection from Warwickshire Police, the Warwick Society and eight residents.

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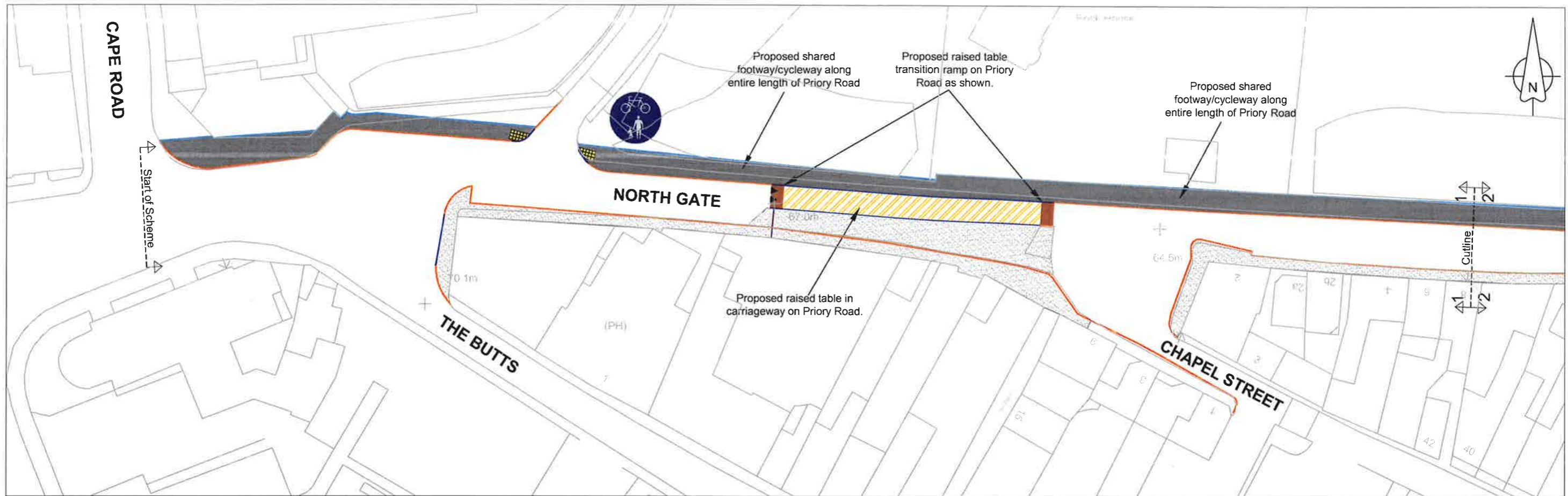
This report was circulated to the following elected members prior to publication.

Local Members:







Councillors P Williams, Holland and Singh Birdi

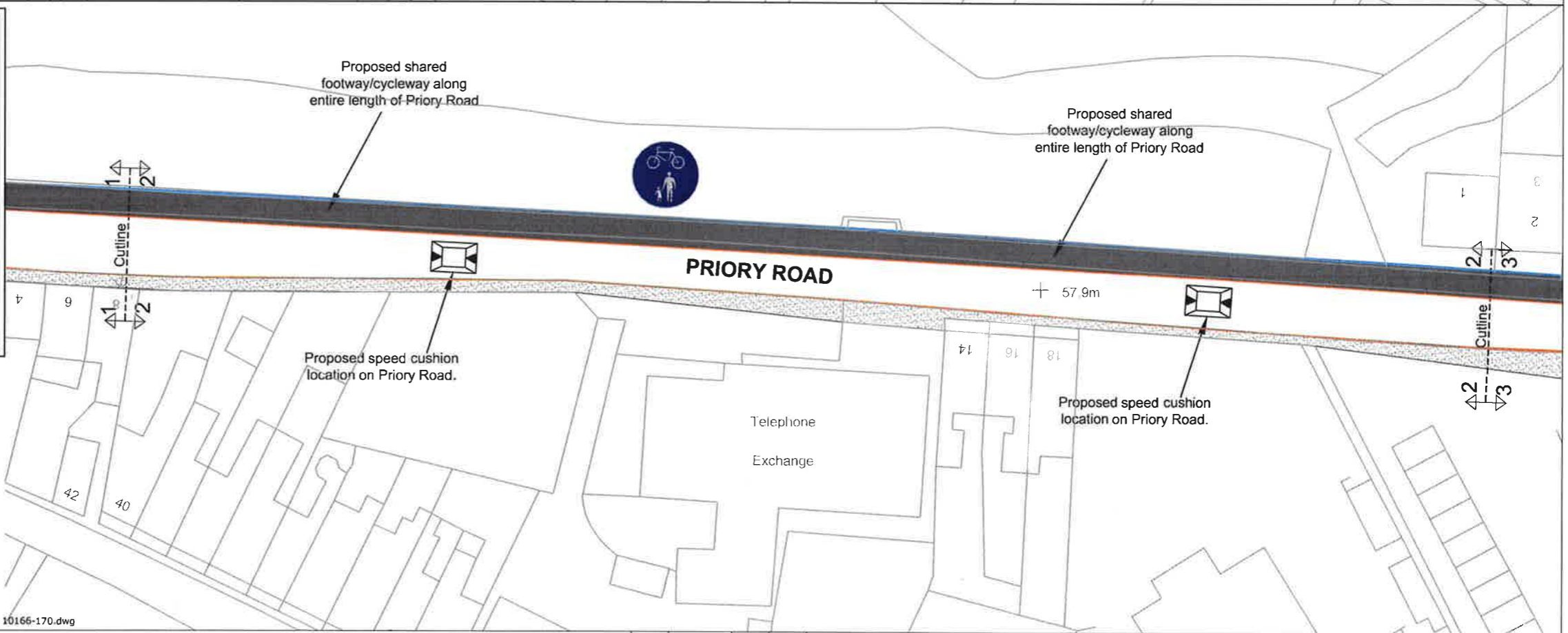
Other Members:

Councillors Clarke, Western, Shilton, Fradgley, Horner, Cockburn



KEY

-  - Proposed Speed Cushion
-  - Proposed Raised Table Transition
-  - Proposed Raised Table in Carriageway
-  - Proposed Footway Build-out
-  - Proposed Shared Footway/Cycleway varying widths along Priory Road.
-  - Proposed New Kerbline.



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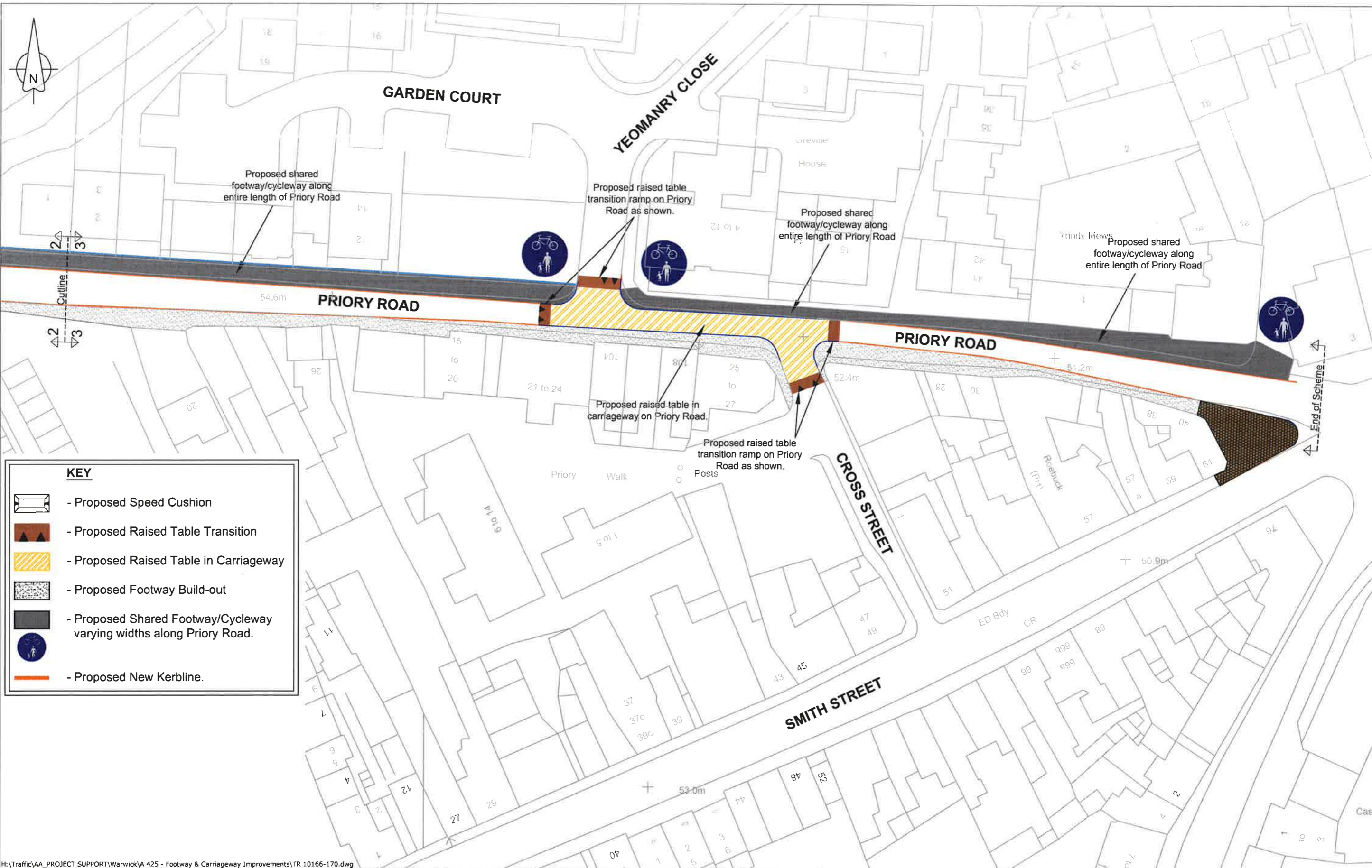
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Drawing title
Traffic Calming Priory Road Warwick Sheet 1 of 2

Project title
Town Centre Traffic Calming

Drawn by	CR	Checked by	-
Date	16/03/2017		
Scale	1:500 @ A3_L		
Drawing number	TR10170-01		



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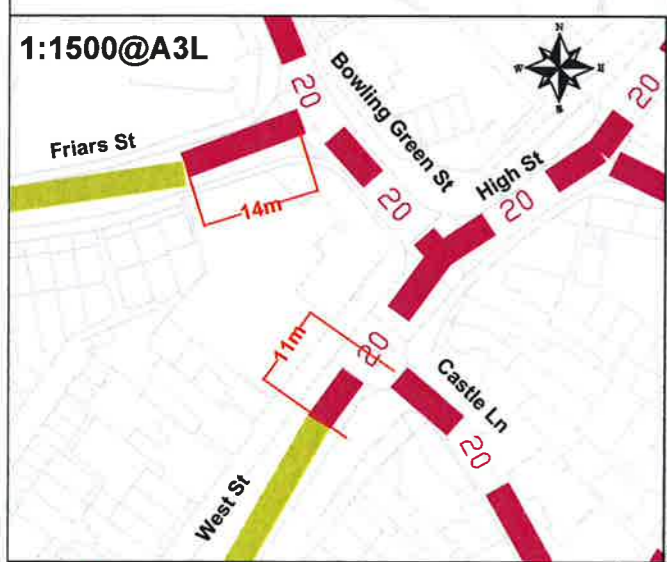
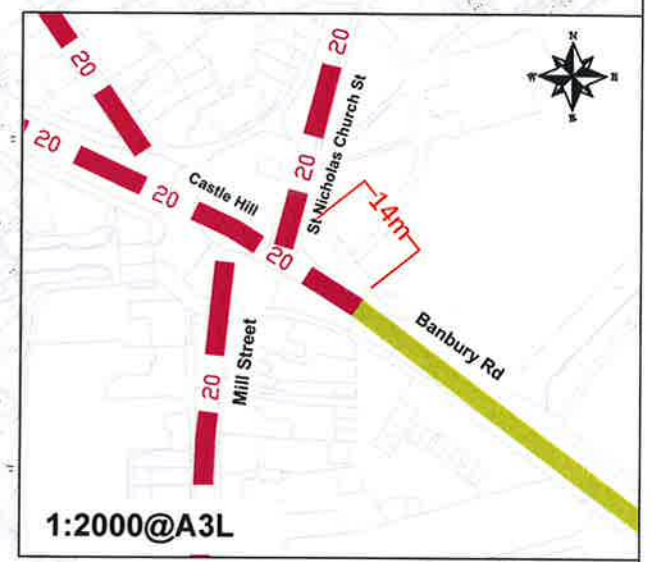
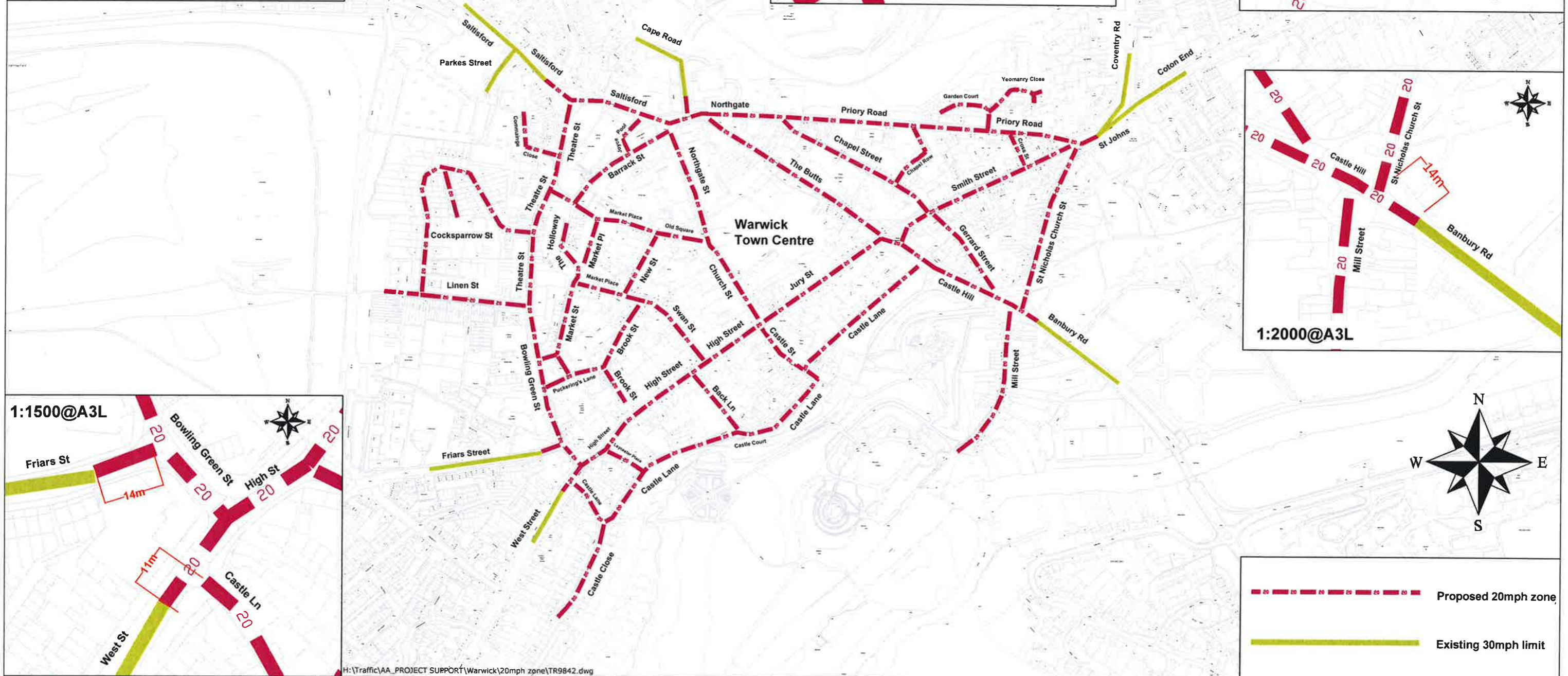
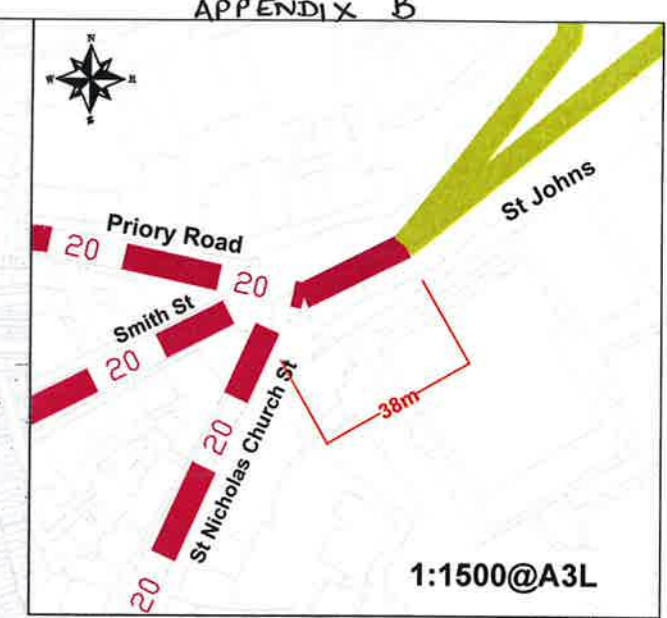
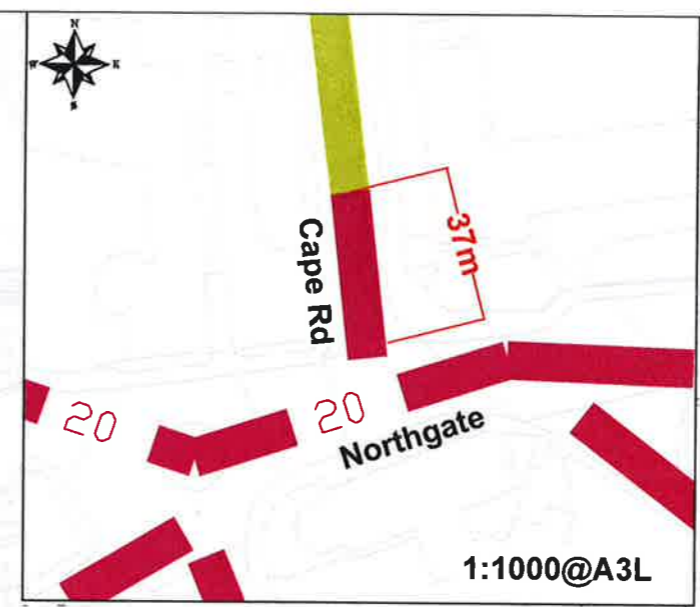
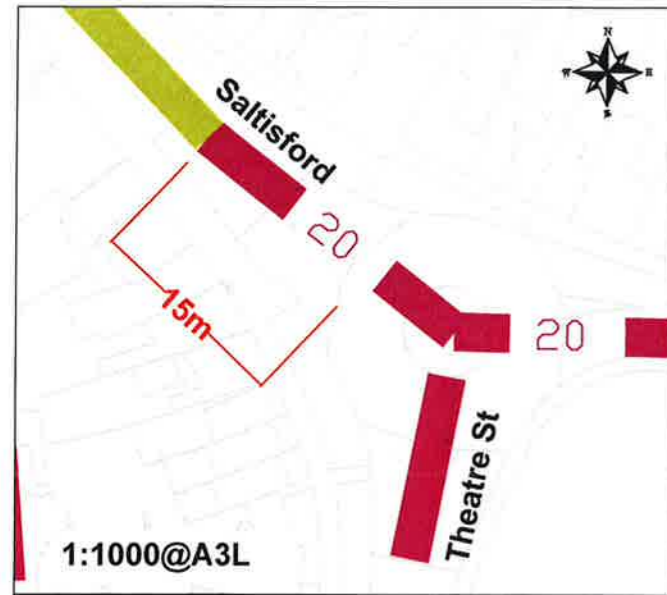
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Drawing title	Traffic Calming Priory Road Warwick Sheet 2 of 2
Project title	Town Centre Traffic Calming

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Date	16/03/2017	Scale	1:500 @ A3_L
Drawing number	TR 10170-02		



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Drawing title		Drawn by	Checked by
Proposed 20mph zone Warwick town centre		JR	
		Date	Mar 2017
Project title		Scale	1:5000@A3L
		Drawing number	TR9842
Warwick 20mph zone			

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