

The **RUGBY AREA COMMITTEE** met at the **TOWN HALL, RUGBY** on the **16<sup>th</sup> JUNE, 2005**.

**Present:-**

Councillor John Vereker (Chair)

“ Heather Timms (Vice Chair)

“ Tom Cavanagh

“ Philip Morris-Jones

“ John Wells

**Officers:-**

Nick Darwen, Area Manager

Janet Fortune, Regeneration Policy Manager

Victoria Gould, Principal Solicitor

Neil Gulliver, Principal Committee Administrator

Tom Hook, Community Partnership Officer

David Lynn, Head of Warwickshire Engineering

Peter Thompson, Senior Area Education Officer

Claire Wildsmith, Area Administrative Officer

1. **General**

1. **Apologies**

An apology was received from Councillors Gordon Collett, Richard Dodd, Katherine King, Brian Levy, Jerry Roodhouse and Ian Smith.

2. **Members' Declarations of Personal and Prejudicial Interests**

Councillors Tom Cavanagh and Heather Timms declared personal interests in any issue raised at the meeting affecting Rugby Borough Council of which they were Members.

3. **Minutes of the Meetings held on the 16<sup>th</sup> March and the 17<sup>th</sup> May 2005 and Matters Arising**

Resolved:-

That the minutes of the meetings of the Rugby Area Committee held on the 16<sup>th</sup> March and the 17<sup>th</sup> May 2005 be approved and signed by the Chair.

There were no matters arising.

2. **Public Question Time**

1. **Question from Councillor Ron Ravenhall**

What solutions does Warwickshire County Council, as the Highway Authority, propose to deal with the increasing speed and volume of traffic on Cawston Lane and Northampton Lane in Dunchurch?

**Answer provided by David Lynn, Department of Planning, Transport and Economic Strategy**

We have checked the recorded injury accidents on Cawston Lane as far as Northampton Lane. In the last three years there have been,

2 at the Coventry Road/Cawston Lane junction,

1 on Cawston Lane, east of Cawston Village site,

1 at the Cawston Lane/Northampton Lane junction.

Based on these figures, the department is unable to justify a casualty reduction scheme.

The last time measurements of traffic flow and speed were measured was in October 2003. A survey was carried in the week 2 October to 8 October. The average 24 hour two-way traffic flow in the working week was just over 1,000 vehicles. The average speed was 37mph. These measurements were taken on Cawston Lane at the site of the former Cawston House.

Members may like to consider whether they wish to have further speed readings and traffic counts taken on Cawston Lane.

As it was nearly two years, since the last survey was completed, the Committee agreed that further speed readings and traffic should be taken on Cawston Lane and the outcome reported to a future meeting of the Committee.

2. **Question from Mr John G Hughes – Lime Tree Village Residents Association**

The Residents Association are aware of the agreement entered into between Retirement Villages (Rugby) Limited, Rugby Borough Council, Warwickshire County Council, National Westminster Bank, Helical Bar PLC and Stanmark Securities Limited, dated 25<sup>th</sup> March 2003 pursuant to Section 106 of the Town & Country Planning Act 1990 referring to land at Cawston House, Cawston Lane, Dunchurch Warwickshire.

In particular we would like the meeting to address paragraph 8 sections:

(1) The Owner will contribute a maximum of £50,000 towards any Costs incurred by the County in constructing Transportation Improvements (as hereinafter defined) provided that such Transportation Improvements are first approved by the Owner in writing (such approval not to be unreasonably withheld or delayed)

- (2) For the purposes of this Paragraph 8 Transportation Improvements shall mean:
- a) Off site sustainable transportation improvements to that part of Cawston Lane between the Coventry Road and the eastern boundary of the Site such as traffic calming; and
  - b) (b) Improvements to the footpath cycleway network between the Coventry Road and the eastern boundary of the Site
- (3) Any application to the Owner for a payment under this Paragraph 8 shall be accompanied by full details of the Transportation Improvement works to which the application relates and evidence of the costs of such works
4. The Owner's obligations under Paragraph 8(1) will cease with effect from the fifth anniversary of the Commencement of Development save in respect of any application made pursuant to Paragraph 8(3) which at such anniversary remains unpaid.

**What plans have Warwickshire County Council made for implementation of the agreement?**

The residents' would also like to raise concerns regarding the safety of Cawston Lane are:

1. The speed limit is the national speed limit of 60mph which compromises safe access to and from Lime Tree Village due to speed of vehicles approaching the T junction to Lime Tree Village. Also the sighting of oncoming vehicles when attempting to emerge from Lime Tree Village into Cawston Lane is difficult, particularly when looking to the right as a tree and hedge restricts the view. Also there are no hazard signs to warn traffic on Cawston Lane that they are approaching the T junction access to Lime Tree Village.

**Are there any plans to reduce the speed limit, introduce warning signs and also improve visibility at this point?**

2. The road width appears to have been designed to be suitable only for cars or light vehicles and then to pass with caution; there are several instances of wing mirror damage and scratches to vehicles. Additionally pedestrian use is very hazardous.

**What can be done to deal with this problem?**

3. To join Coventry Road from Cawston Lane is also hazardous due to the banking and weed growth to the left hand side of Coventry Road. It is also difficult to identify the access point to Cawston Lane from Coventry Road when approaching it from Rugby and almost impossible at night even if you know the area well. Even approaching from the A45, whilst well signed in approach fails to identify the actual right turn.

**What can be done to solve this problem, perhaps removal of the bank, addition signs and illumination of the junction?**

**Answer provided by David Lynn, Department of Planning, Transport and Economic Strategy**

A meeting took place recently on site with Mr Hughes of the Lime Tree Village Residence Association, County Councillor Gordon Collett, Borough Councillors Ravenhall and Shields and the developers representative to discuss progressing the works describe in the Section 106 Agreement.

At the meeting various options within the description of the Section 106 were discussed. These included traffic calming on Cawston Lane or improvements to the footway/cycling network in the area. The clear choice of the residents and members alike is that controlling speed in Cawston Lane is the main issue. The Warwickshire County Council representative agreed to take these comments back to the Department of PTES for further discussion.

It was agreed that a further meeting of the residents and members (a date in June to be confirmed) that PTES would put forward some proposals for consideration. This work is now being developed in preparation for that meeting.

As Mr Hughes was unable to attend the meeting, it was agreed that a copy of David Lynn's response should be sent to him.

3. **Question from Cllr Mrs Patricia Wyatt, Rugby Borough Council**

Many residents have made known their concerns for safety when travelling into the village of Long Lawford from The Green cross roads and over the railway bridge. Many vehicles park dangerously on the highway on approach to the apex of the bridge. This causes drivers to take risks when overtaking the parked vehicles.

A solution has been suggested by a resident, therefore, I place this request for Double Yellow Lines to be painted on this particular section of the Highway as soon as possible.

This same matter has been discussed at the Long Lawford Parish Council meetings many times in the past, but writing letters to Network Rail etc has not brought about the very necessary remedy.

What action is the County Council planning to take over this matter?

**Answer provided by David Lynn, Department of Planning, Transport and Economic Strategy**

The procedure for implementing double yellow lines is a lengthy process involving periods of consultation and advertisement. Warwickshire Police do have a problem with the resources to enforce waiting restrictions as they have other priorities. Therefore, in advance of the decriminalisation of parking enforcement proposals for Rugby, they are reluctant to support the introduction of new waiting restrictions unless there is a casualty reduction benefit in doing so, or if the waiting restrictions are associated with highway works such as the implementation of traffic signals. We have checked the situation and there have been no injury accidents at this location.

However, since the vehicles are parked on or near the brow of a bridge, we will request that Warwickshire Police monitor the situation as vehicles may be causing an obstruction.

It was also suggested that, in order to try and deal with this problem, local residents should inform the Police immediately they become aware of any vehicle causing an obstruction in this vicinity.

4. **Question from Chris Warburton, Clerk to Shilton Parish Council**

Church Road, Shilton, suffers with several blocked drains which have been blocked for some time. Although rainfall has generally been lower of late the fact that the drains do not work properly causes problems with lying water which cannot get away. Can the committee advise what can be done to alleviate this problem?

**Answer provided by David Lynn, Department of Planning, Transport and Economic Strategy**

The County Highways Rugby Area Office are aware of blocked drains and gullies in the vicinity of 20 and 29 Church Road Shilton. Work is programmed to address this problem during the summer months. If there are any other specific problems in Church Road that Mr Warburton is aware of the Highways Rugby Area Office would be pleased to investigate.

5. **Question from Cllr Claire Watson, Rugby Borough Council**

Following the site visit to Lawford Heath Lane, can this committee confirm when the new road signs will be erected and what other road improvements will be carried out?

**Answer provided by David Lynn, Department of Planning, Transport and Economic Strategy**

The Lawford Heath Lane Casualty Reduction Scheme has been issued to Design Services. The scheme includes bend warning signs, chevron boards and pedestrian warning signs. Works are scheduled to be carried out in July 2005.

6. **Question from Ray Candelent and John Reading, Ansty Parish Council**

Ansty Parish Council has raised concerns on the number of HGVs using the Fosse villages and not keeping to the main roads. The Parish Council would like to see directional signs for the Magna Park Distribution Centre in Leicestershire at Junction 2 of the M6 and at the start of the M69.

**Answer provided by David Lynn, Department of Planning, Transport and Economic Strategy**

Following investigations in the past, it has been established that heavy goods vehicle movements in the area are not attributable to Magna Park and that Magna Park Management has taken active steps to encourage the use of the A5 and the motorway network to access the site.

We have had an undertaking from Magna Park Management that if any operators using the B roads in the area can be identified they will follow these up to establish the reason and take the appropriate action. If the Parish Council(s) can obtain details of vehicles which are using the road we suggest that this information is passed directly to Mr Roy Davies, Site Manager,

Magna Park Management, The Estate Office, Hunter Boulevard, Magna Park, Lutterworth, Leicestershire, LE17 4XN. The details needed would be name of operator with time and date and, if possible, the registration numbers.

The latest situation with the Advisory Lorry Route Map is that we have now produced a draft which incorporates, where possible, the various comments made during the earlier consultation. We intend to reconvene the Freight Quality Partnership Working Group in the near future to discuss the latest draft and the process needed to approve it for publication (hopefully later this year). The Group will also need to consider any follow up action that may be necessary to support compliance of the routes shown. This may well include an audit of existing direction signing.

Councillor Morris-Jones challenged David Lynn's comments that the HGVs travelling through villages such as Pailton were not heading for Magna Park. He was of the view that in many cases Magna Park was the intended destination and asked that improved signage directing vehicles to Magna Park should be introduced in the area. David Lynn reiterated the point that the management at Magna Park were doing everything they could to stop this problem but he would pass Councillor Morris-Jones' concerns onto them. He added that the final version of the map produced by the Freight Quality Partnership Working Party would be available in the near future. The Chair asked that a report on the development of the map should be brought to a future meeting of the Committee.

#### **7. Question from Tim Moore and Terry Stokes, Withybrook Parish Council**

There is a long history of vehicles speeding through Withybrook village and its outskirts. Despite many requests, we have never been able to persuade Warwickshire Police to instigate random speed checks. We feel confident that these would do much to deter speeding motorists and motorcyclists. All of the surrounding villages have speed limits, making Withybrook a natural target for speeding.

Warwickshire County Council have carried out a traffic survey and have advised us that they plan to implement a 30mph limit in the main part of the village, for which we are grateful, but this will not address the question of speeding through the outlying settlement at Woodyard.

Can we therefore ask whether a speed limit has been considered for this area and enquire when Warwickshire County Council will take decisive action to address the long standing problem of traffic speeding on the B4112 Rugby Road off the B4065 into the parish of Withybrook?

#### **Answer provided by David Lynn, Department of Planning, Transport and Economic Strategy**

The existing de-restricted speed limit through the village of Withybrook is being changed to a 30mph limit as part of the Village Speed Limit Review. The Parish Council are obviously aware and welcome this measure. The extent of the proposed 30mph limit is confined to the boundary of the village and there are no proposals to extend beyond the village. I will ask Katrina Pedlar of PTES, who is dealing with the project, to contact Withybrook Parish Council.

#### **3. Rugby Area Performance 2004-05 and Area Business Plan Milestones 2005-06**

The report of the County Solicitor and Assistant Chief Executive was considered.

In considering the report, the following comments were made in respect of Appendix B:-

- Under 2.1, the Committee requested further information on the level of charges which had been levied under the Community Care Delayed Discharges Act and whether specialist staff etc had been employed through the investment of savings achieved by avoiding charges levied under the Act. Further information was also requested on whether the aim to purchase more capacity in local homes by July 2005 would be achieved and whether the additional capacity was being taken up by local people.
- Under 5.1, Peter Thompson agreed to ensure that all members received information on the role of the Detached Youth Work Team.
- Under 5.2, the Committee requested that they consider a report on the success of the Moped Loans Scheme.

The Committee also welcomed the improved format and substance of the report.

It was then Resolved:-

- (1) That the actions and targets contained in the new 2005-06 Area Business Plan be endorsed.
2. That the report on Rugby as a business location be noted.

#### **4. Area Community Learning Plan End of Year Progress Report 2004/05 and the Area Community Learning Plan 2005/08**

The report by the County Education Officer was considered.

Peter Thompson briefly commented on the progress made in the development of the Community Learning Plan. Several members expressed their congratulations to Peter Thompson and his colleagues on the excellent work to date.

It was then Resolved:-

- (1) That the Area Community Learning Partnership be congratulated on the progress made in the development of the Community Learning Strategy and the multi-agency Community Learning Plan.
- (2) That the multi-agency Community Learning Plan for Rugby 2005/08 be endorsed.

#### **5. First Annual Review of Area Working in the Rugby Area**

The report of the County Solicitor and Assistant Chief Executive was considered.

Resolved:-

That the Chair of the Area Committee and 1 Councillor from the Conservative, Labour and Liberal Democrat Groups be appointed to serve on the Funding Sub-Group.

The Committee also placed on record their appreciation of the excellent work undertaken by the Area Team.

## **6. Use of the Wellbeing Fund in Rugby 2005-2006**

The report of the County Solicitor and Assistant Chief Executive was considered.

Peter Thompson spoke in support of the project to establish the Rugby Opportunities Centre. He pointed out that the investment of £43,000 by the Area Committee would be purely pump-priming and that work was already underway to acquire long term funding for the project. Several members spoke in support of the project but endorsed the view that the Committee would not be able to support it beyond the first year.

It was then Resolved:-

That approval be given to the allocation of £43,000 for one year only towards the establishment of the Rugby Opportunities Centre through the Wellbeing Fund 2005/06

## **7. Any Other Items**

There were no urgent items to be considered.

## **8. Future Business Items**

were noted.

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Chair of Committee

The meeting closed at 8.00pm

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