

AGENDA MANAGEMENT SHEET

Name of Committee Rugby Area Committee

Date of Committee 4 October 2007

Report Title Proposed School Safety Zone, Bulkington Road, Wolvey

Summary It is proposed to introduce a School Safety Zone along Bulkington Road, Wolvey. The proposed scheme is to incorporate three sets of speed cushions, a gateway feature and associated signage and road markings.

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Would the recommended decision be contrary to the Budget and Policy Framework? Yes/No

Background Papers Consultation letters and responses.

CONSULTATION ALREADY UNDERTAKEN:- *Details to be specified*

- Other Committees
- Local Member(s) Councillor P Morris-Jones
(With brief comments, if appropriate)
- Other Elected Members
- Cabinet Member
(Reports to The Cabinet, to be cleared with appropriate Cabinet Member)
- Chief Executive
- Legal
- Finance I Marriott – agreed.
- Other Chief Officers

- District Councils Rugby Area Office.
- Health Authority
- Police General support.
- Other Bodies/Individuals Local residents.
Statutory Consultees.

FINAL DECISION **YES/NO** *(If 'No' complete Suggested Next Steps)*

SUGGESTED NEXT STEPS :

Details to be specified

- Further consideration by this Committee
- To Council
- To Cabinet
- To an O & S Committee
- To an Area Committee
- Further Consultation

Rugby Area Committee – 4 October 2007

**Proposed School Safety Zone,
Bulkington Road, Wolvey**

**Report of the Strategic Director for
Environment and Economy**

Recommendation

That approval be given to the introduction of three sets of speed cushions along Bulkington Road, Wolvey, in the location shown on **Appendix A**.

1. Introduction

- 1.1 This scheme proposes to introduce a School Safety Zone outside Wolvey School to improve safety for the parents and children by slowing the speed of traffic with the construction of three sets of speed cushions.
- 1.2 The scheme is being proposed as part of the Safer Route to Schools initiative, which aims to promote travelling to school using sustainable methods of transport, especially walking and cycling. A reduction in vehicle speeds should benefit all road users, especially the vulnerable.
- 1.3 This report seeks the approval of the Committee to implement the scheme as consulted upon and advertised, including the introduction of speed cushions.

2. Background

- 2.1 Wolvey School is situated on the B4109 Bulkington Road which forms part of a thoroughfare for vehicles travelling to and from Bulkington, Ansty and Bedworth.
- 2.2 The School is sited on the edge of the village and speeds from vehicles travelling into or out of the village are still in excess of the existing 30mph speed limit. The speed surveys show that most vehicles (85%) travel at up to 45mph west of the school (where the speed limit changes between unrestricted and 30mph), and up to 40mph east of the school, well within the 30mph village environment. The mean average speeds are 37 and 33mph respectively. Using signs alone (either static or vehicle activated) is unlikely to reduce this to an acceptable level near the speed limit

- 2.3 An earlier consultation on a similar version of the scheme was undertaken in June 2005. The majority of respondents were generally in favour of the original scheme. Of 62 responses, 47 were in favour and 15 against.

3. Consultation

- 3.1 The proposal to construct three sets of speed cushions was advertised in the Hinckley Times and Bedworth Echo on 2 August 2007. Details of the proposals were sent to all properties near to the proposed scheme, the local school, and to statutory consultees.

- 3.2 Of the main consultees four responses were received:-

- (i) Warwickshire Police supported the scheme in principle.
- (ii) Wolvey Parish Council fully supported the proposals.
- (iii) Councillor P Morris-Jones fully supported the proposals.
- (iv) Rugby Borough Council Officers fully supported the proposals.

- 3.3 There were four responses to the consultation from residents which were a mixture of positive and negative comments along with suggested alternatives.

3.4 Comment/Objection

Speed Cushion in Bus lay-by may cause conflict.

Response

The Bus lay-by covers a wide length of Bulkington Road and therefore it would not be possible to forego any speed cushions at this section. Failure to include a cushion in the lay-by may result in drivers using the lay-by to avoid the speed cushions. The cushions have been designed to allow a bus to straddle them and minimise discomfort.

3.5 Comment/Objection

Speed cushions detract from the look of a village.

Response

The desire to maintain the village environment in Wolvey is understood. However, this village does form part of a busy thoroughfare from neighbouring towns and villages and the speeds along Bulkington Road are generally in excess of the existing speed limit. Because of this it is only possible to reduce vehicle speeds by introducing engineering measures such as the speed cushions that we are proposing. The cushions are constructed from the materials in keeping with the design of the carriageway and the number of cushions proposed has been kept to a minimum.

3.6 **Comment/Objection**

Additional noise generated by vehicles accelerating and decelerating between cushions will increase pollution and the carbon footprint of the village.

Response

The spacing between each set of cushions does not allow for drivers to speed up significantly. The design and layout of the speed cushions is such that it encourages drivers to keep their speeds constant and low and in doing so should not increase pollution and the carbon footprint of the village.

3.7 **Comment/Objection**

Parking is considered more of an issue than speed of traffic.

Response

Inconsiderate parking and congestion surrounding school peak hours is a problem for many schools throughout the County. The priority for the Safer Routes initiative is to improve the safety of the children around the immediate vicinity of the school and in the long term to increase the numbers of parents and children walking and cycling to school. The proposed School Keep Clear road markings where the School Crossing Patrol operates should increase the visibility for the children and the patrol and make crossing safer for all concerned.

3.8 **Comment/Objection**

Move the existing 30mph sign further out of the village.

Response

Careful consideration and investigation goes into the setting of speed limits. It is important that a change of speed limit is reflected by a change in the environment in order that the drivers' perception is such that they understand the limit and comply. In this case the speed limit change is already situated where development starts and beyond this is very rural where a 30mph speed limit would not be appropriate.

3.9 **Comment/Objection**

The speed cushions will cause congestion.

Response

The width and spacing of the proposed speed cushions has been designed to enable vehicular movement to keep flowing albeit at lower speeds.

3.10 **Comment/Objection**

The speed cushions will damage cars.

Response

We are not aware of any evidence proven to show that speed cushions have a detrimental affect on vehicles travelling over them. The height of the cushions (75mm) is designed to slow vehicle speeds and not to cause damage.

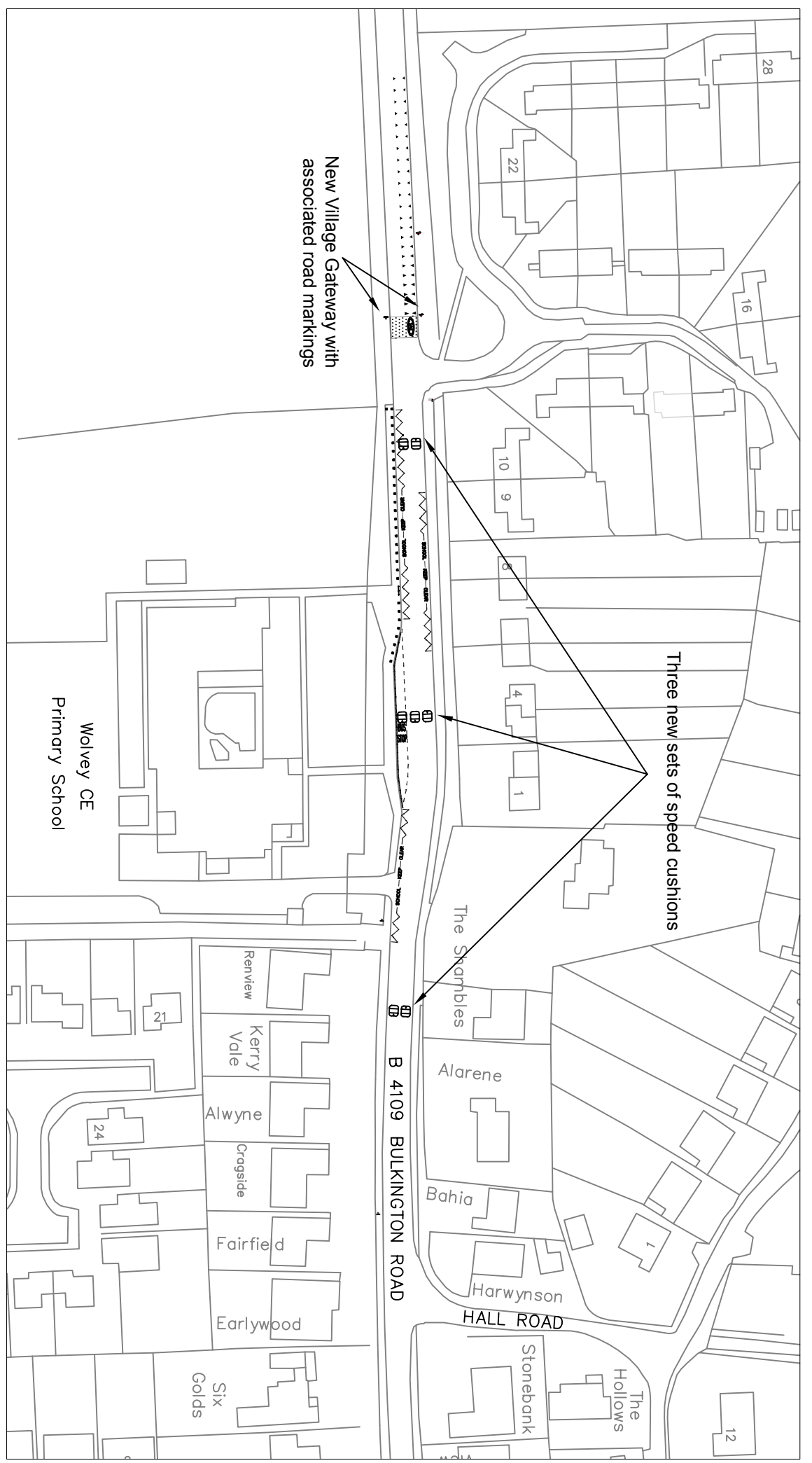
4. Conclusion

- 4.1 It is recommended that Area Committee approves the provision of the three sets of speed cushions at the proposed locations as shown on **Appendix A**.

JOHN DEEGAN
Strategic Director for Environment and Economy
Shire Hall
Warwick

10 September 2007

APPENDIX A



Rugby Area Committee – 4th October 07

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PROPOSED SCHOOL SAFETY ZONE – WOLVEY C OF E PRIMARY SCHOOL



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