

The **WARWICK AREA COMMITTEE** met at **WARWICK** on the **16<sup>th</sup> MAY, 2006**.

Present:-

Councillor Sarah Boad (Chair)  
“ Ken Browne  
“ Les Caborn  
“ Alan Cockburn  
“ Jose Compton  
“ Michael Doody  
“ Eithne Goode  
“ Marion Haywood  
“ Bernard Kirton  
“ Raj Randev  
“ Tim Naylor  
“ Dave Shilton  
“ John Whitehouse

Also Present:-

Officers: Martin Stott, Peter Samwell, Mike Waters and Lee White (Environment and Economy Directorate), Greta Needham and Peter Hunter (Performance and Development Directorate), Dave Jones (Children, Young People and Families Directorate).

### **1. Election of Chair**

Councillor Eithne Goode, seconded by Councillor Dave Shilton, moved and it was Resolved:-

That Councillor Sarah Boad be elected Chair of the Warwick Area Committee.

### **2. Appointment of Vice-Chair**

Councillor Jose Compton, seconded by Councillor Les Caborn, moved and it was Resolved:-

That Councillor Marion Haywood be appointed Vice-Chair of the Warwick Area Committee.

### **3. General (1) Apologies**

Apologies for absence were submitted from Councillors Chris Davis and Mota Singh.

## **(2) Members' Disclosure of Personal and Prejudicial Interests**

Personal interests relating to any item on the agenda arising by virtue of the member serving as a District or Borough Councillor were disclosed by Councillors Les Caborn, Alan Cockburn, Jose Compton, Michael Doody, Eithne Goode, Bernard Kirton and Dave Shilton.

In addition the following interests were disclosed:-

Councillor Jose Compton – Board member of the CVS – agenda item 8 – personal.

Councillor Dave Shilton – agenda item 8 – Honorary President of CVS – personal.

Councillor John Whitehouse – agenda item 6 – member of Sustrans – personal.

## **4. Public Question Time**

Nil.

## **5. Windy Arbour, Kenilworth – Proposed Puffin Crossing**

The Committee considered the report by the Strategic Director for Environment & Economy.

### **Rod Webb – resident**

He was a family man with 3 children who had to cross the junction to reach school. It was a staggered junction, the most difficult, dangerous and confusing type of junction. There was a need for a safe crossing route for children.

### **Cass Davenport – resident**

There was a need for a crossing at the junction and the best solution was a puffin crossing. It was proposed to reduce the noise and light pollution as much as possible. The funding was available through the Safer Routes to Schools scheme and the opportunity should be taken to use it. There was a near miss at the junction that morning.

### **Paul Sturdy – resident**

He had 3 children. The junction had been complex and difficult to cross since the school crossing patrol left. There was need for a puffin crossing so that children could be encouraged to be independent and go to school on their own. The proposed placement was the best location and he urged the Committee to keep to that site.

Councillor Dave Shilton said that the provision of crossing facilities at the site had been delayed by a year to enable the engineers to examine the options and the puffin crossing had been the best solution. He sympathised with the residents who lived close to the site but action would be taken to lessen the impact.

Councillor John Whitehouse said that he had lived in the area for twenty-seven years and there had been a problem at the junction for the whole of that period. He strongly supported the proposal.

Councillor Alan Cockburn said that it was disappointing that it had taken so long to resolve the issues. He too supported the proposal.

Councillor Dave Shilton, seconded by Councillor John Whitehouse, moved and it was accordingly Resolved:-

That approval be given to the proposal to install a puffin crossing on Windy Arbour, Kenilworth, to assist parents and children walking to school.

## **6. Warwick Interim Traffic Management Scheme Measures**

The Committee considered the report by the Strategic Director for Environment & Economy.

### **James Mackay – Warwick Society.**

He praised the hard work that had been put into the proposals. He stressed the need for good detailed urban design to produce a bus station worthy of Warwick. Equally there was a need for detailed and very careful design in connection with the proposed cycle lane, as this would come into Warwick via a green rural avenue.

Councillor Marion Haywood referred to the Warwick to Warwick Technology Park cycle scheme and said that while she understood the concerns about the scheme, she considered that it would produce benefit to Warwick. 110 people from the Technology Park had indicated that they would use the new cycle path. She favoured providing the cycle path as soon as possible as an interim traffic management measure using developer funding. She also supported the three sub-recommendations under recommendation 1. She accordingly moved, seconded by Councillor Les Caborn:-

(A) That the Warwick Area Committee:-

- (a) Endorses the principles of bus interchange layout as detailed in this report and approves the advertising of Traffic Regulation Orders and wider public consultation as required;
- (b) Approves the wider consultation with statutory bodies and frontages with a view to delivering the Friars Street Puffin pedestrian crossing in 2006/07 as detailed in the report;

(c) Endorses further consideration of the proposed West Street pedestrian crossing in the context of possible wider improvements in West Street that may be able to deliver equivalent benefits.

(B) That the Warwick Area Committee approves the Warwick to Warwick Technology Park cycle scheme as an interim traffic management measure for delivery in 2006/07 using developer funding that had been secured to manage the adverse effects of traffic in the town centre.

Councillor Raj Randev said that he supported the three sub recommendations forming the first part of the recommendation but had concerns about the second part. His concern was that he did not want to fund the cycleway from the developer funding if it meant that there would be a shortfall in the money to fund the rest of the Warwick Traffic Management Schemes. He therefore moved and Councillor Tim Naylor seconded as an amendment:-

That the following wording replace the second part of the motion - *that alternative funding be sought for the Warwick to Warwick Technology Park cycle scheme and delivery of the scheme postponed and reviewed.*

Councillor Ken Browne had some reservations over the delay in providing the West Street pedestrian crossing, as the Committee had already made a decision to provide it. He understood the reason for the proposed delay but felt that it was essential that any alternative measure should be provided within 2006/07. He accordingly moved and Councillor Tim Naylor seconded as a further amendment:-

That the words *and that the final measure agreed upon be delivered within the 2006/07 financial year* be added to the end of A(c) of the motion.

Mike Waters said that the delivery of the alternative measure within the current financial year would be challenging.

In accepting what he said, Councillor Tim Naylor stressed the need for the Committee to make a clear statement and he was certain that officers would do their best to deliver what they were asked to do.

Councillor Kirton had sympathy with the Warwick Society desire to protect the environment at the approach to Warwick and considered that it was important

that the cycle path was provided as environmentally friendly as possible. It was essential that when cycle paths were provided they were complete and not as in many cases started and stopped without connecting up.

The Chair then put Councillor Raj Randev's amendment to the vote and declared it lost, a greater number having voted against it.

The Chair then put Councillor Ken Browne's further amendment to the vote and it was carried unanimously. The Chair then put the amended motion to the vote and it was carried unanimously as set out below:-

- (1) That the Warwick Area Committee:-
  - (i) Endorses the principles of bus interchange layout as detailed in this report and approves the advertising of Traffic Regulation Orders and wider public consultation as required;
  - (ii) Approves the wider consultation with statutory bodies and frontages with a view to delivering the Friars Street Puffin pedestrian crossing in 2006/07 as detailed in the report;
  - (iii) Endorses further consideration of the proposed West Street pedestrian crossing in the context of possible wider improvements in West Street that may be able to deliver equivalent benefits and that the final measure agreed upon be delivered within the 2006/07 financial year.
- (2) That the Warwick Area Committee approves the Warwick to Warwick Technology Park cycle scheme as an interim traffic management measure for delivery in 2006/07 using developer funding that had been secured to manage the adverse effects of traffic in the town centre.

## **7. Warwick Technology Park Footway/Cycleway Scheme**

The Committee considered the report by the Strategic Director for Environment & Economy.

A copy of an e-mail was circulated to Members setting out the Stakeholder Forum's objections to funding for the Town Centre Traffic Scheme being spent on the proposal.

### **Graham Leeke – Bishops Tachbrook Parish Council**

He was very encouraged by the vote on the previous item. Agreeing the provision of the footway/cycleway scheme would further encourage local residents to cycle rather than travel by private car. There was no direct bus service from Bishops Tachbrook to Warwick/Warwick Technology Park. There were 200 children from Bishops Tachbrook who attended schools on Myton Road. The detailed design of the footway/cycleway should ensure that it was as safe as possible and avoided running directly beside the kerb. The Parish Council had made several suggestions on the detail of the footpath/cycleway none of which had been taken into account. He asked that there be more discussions on the details. The footway/cycleway should be set back from the road with as wide as possible grass verge between it and the road. The route should be to the southern side of the road with a Toucan crossing on Heathcote Lane.

Mike Waters said that a Toucan crossing would cost from £50,000 to £60,000. To move the footpath/cycleway to the south of the road would cause difficulties and delays because the land was not in the Council's ownership. The footpath/cycleway would be three metres wide of which half a metre would form a hard verge between cyclists/pedestrians and the road.

It was then Resolved:-

That the Warwick Area Committee approves:-

- (1) The construction of raised table cycle route crossings at Warwick Technology Park and Heathcote Way.
- (2) The provision of a Toucan crossing at the proposed location on Europa Way as shown on the plan in Appendix B;
- (3) The conversion of a section of footway along Banbury Road and Heathcote Lane in Warwick to a shared use footway/cycleway.

## **8. Council for Voluntary Service, Warwick District**

The Committee received an interesting and informative oral report by Stephen Nightingale on the work of the Council for Voluntary Service:-

- The Warwick CVS was one of five in the County.
- It provided information and advice to voluntary organisations and helped new ones to become established.

- A lack of capacity meant that it was not able to undertake its full range of activities.
- The CVS was responsible for two community support workers, one for older people and one for the Portuguese community, for which the Area Committee had provided funding.
- The Committee had at an earlier meeting received a presentation on the Community Chest Programme operated by the CVS. A single application form had been designed for all agencies that gave grants with a view to avoiding duplication of effort.
- It had arranged the first Faith Forum in the District.
- It had been successful in turning funds of £3m into a total package of £13m.
- Funding in the voluntary sector was becoming more difficult with the Single Regeneration Budget virtually at an end and the European Social Fund unlikely to be available after 2007, as it would mostly be targeted to the new member states in Eastern Europe.
- The Ocean Drop-In Centre had closed and Bath Place was struggling.
- The Trustees had taken the decision to sell the CVS building in Warwick Street because it was very expensive to maintain and was not DDA compliant.
- The CVS lost its lottery funding three years earlier and had very nearly exhausted its reserves.
- It was currently working closely with the Stratford-on-Avon CVS. Any question of the two CVSs merging would depend on the future structure of local government.

The Chair thanked Mr. Nightingale for his presentation.

#### **9. Highway Maintenance Plan 2006/07 and Five Year List of Structural Maintenance Schemes**

The Committee considered the report by the Strategic Director for Environment & Economy.

It was confirmed that the S and C in the third column of the table on page A21 of 26 related to Steel and Concrete. The fourth column was the number of columns and the fifth column showed their heights.

Members raised a number of issues particular to their Division.

Councillor Tim Naylor asked that in future information in the report be shown for Electoral Divisions to assist Members in identifying relevant items. He also asked for a glossary of terms to be provided.

The Chair suggested that it would be helpful in future for a seminar to be held prior to the meeting whereby Members would have the opportunity to go through the details and identify particular issues.

Councillor Jose Compton said that she wished to make a very serious complaint concerning a situation whereby Warwick Road, Kenilworth, the road from Kenilworth to Leek Wootton, was to be closed from the 30<sup>th</sup> May for twelve months. Traffic would be diverted up Woodcote Lane, which was a single-track road with TPO trees. No one in Leek Wootton had been informed of this. She had been invited to an exhibition in Kenilworth that morning. She also understood that the weight restriction on Woodcote Lane had been lifted to enable HGV lorries to use it.

Councillor G.R. Illingworth confirmed that the Kenilworth to Leek Wootton Road would be closed for twelve months. He had been horrified to learn that Leek Wootton had not been informed. Abattoir traffic would also use Woodcote Lane. He was concerned that the Abattoir traffic should not travel through the residential areas of Kenilworth.

Martin Stott said that the weight limit on the Woodcote Lane had not been lifted and that there was no intention to do so. Even if the officers had been sympathetic to a request to lift the weight limit and they were not, the procedure to do so was so complicated and lengthy to make it inappropriate to do so.

The Chair said that there was nothing that could be resolved at the meeting but officers would look into the matter first thing in the morning. It was agreed that Members should be e-mailed with more information.

It was accordingly Resolved:-

- (1) That Cabinet be informed of the Warwick Area Committee's views on the Highway Maintenance Plan 2006/07 and the Five Year List of Structural Maintenance Schemes.
- (2) That the Warwick Area Committee approves the programme of road maintenance schemes funded from the additional £300,000 capital sum reported to March's Committee.

## **10. North – South Public Transport Corridor**

The Committee considered the report by the Strategic Director for Environment & Economy.

Members made the following points:-



- The Committee should avail themselves of the opportunity to support the business plan for the Kenilworth railway station.
- Members were in favour of the Bus Rapid Transit over the light rail option.
- There seemed to be little if any benefit in routing the service across country and impinging on the Green Belt.
- Careful consideration would have to be given to routing the service within Kenilworth.
- It was essential to involve Kenilworth Town Council in the consultation process. (It was confirmed that the Town Council was one of the consultees.)
- It would be seen as a lost opportunity if the service were not extended south of Kenilworth to Leamington Spa, Warwick and Whitnash.

It was accordingly Resolved:-

That the Warwick Area Committee support the concept of Bus Rapid Transit but not the proposal to route it across University of Warwick land within the Green Belt and would wish to see the route extended south of Kenilworth into Leamington Spa, Warwick and Whitnash; support the business case for the Kenilworth railway station and support the public consultation process and the possible development of a funding bid to central government.

#### **11. Crackley to Coventry City Boundary, Cycle Route**

The Committee considered the report by the Strategic Director for Environment & Economy.

It was noted that there had been support for the proposal for some time and the only issue that had prevented the provision before was that there was little point in doing so unless Coventry were to complete the part of the cycleway within the city boundary. That work had now been done and Members considered that there was no reason to delay the provision of the Warwickshire section.

It was accordingly Resolved:-

That the Warwick Area Committee approves the widening of the existing footway between Crackley and Coventry city boundary, as shown on the Plan contained in Appendix A, and conversion of the footway into a shared use foot/cycleway.

## **12. Review of the Area Community Education Councils and future funding arrangements**

The Committee considered the joint report by the Strategic Directors of Children, Young People & Families and of Performance & Development.

A list of those bodies that had received funding from the Warwick District Area Community Education Council during the previous financial year was circulated.

The Chair said that ACEC funding had only been given to members of the ACEC. Unlike most funding arrangements ACEC funded revenue expenditure year on year. She was very concerned about the future of those bodies if funding was based on the Community Development Fund criteria, as they probably would not qualify for grants. She had spoken to Elizabeth Featherstone who had suggested that it might be possible to create a small grants pot that would not require the full grant application. However, the Chair felt that there might not be sufficient funds. She suggested that the Chairs of Area Committee should meet to discuss the issues.

Councillor Jose Compton pointed out that the ACEC did not have a deprivation criterion for eligibility for funding.

The Chair then moved, seconded by Councillor Dave Shilton and it was accordingly Resolved:-

That the Warwick Area Committee have concerns about the future of those bodies previously funded through the Warwick District Area Community Education Council and support a meeting of Chairs of the Area Committees to consider the future funding position of such bodies across the County.

## **13. Well Being Fund / Social Inclusion Fund, priorities for the use of the funds 2006/7 and funding proposals**

The Committee considered the report by the Strategic Director of Performance and Development.

- (1) Introduction**
- (2) Proposed Priorities for 2006/7 – Well-being Fund/Social Inclusion Fund and**
- (3) General Guidelines**

These paragraphs were noted.

**(4) Funding Proposals**

**(a) Wellbeing Fund Proposals**

**(i) Anti Social Behaviour in Lillington – The Lillington Crew – Hybrid Arts**

Resolved:-

That approval be given to a grant of £5,250 to Hybrid Arts to meet half the additional cost of providing training and development opportunities in the arts, music technology, video production, graphics and animation for five instead of two days a week for a group of young people from Lillington who have not engaged effectively in mainstream education.

**(ii) Kenilworth Festival**

Resolved:-

That approval be given to a grant of £2,000 to the Kenilworth Festival Co-ordinating Committee towards meeting the cost of a comprehensive programme of activities over the weekend of 26<sup>th</sup> – 29<sup>th</sup> May, catering for all age groups and all sections of the local community in connection with the 2006 Kenilworth Festival.

**(b) Social Inclusion Fund Proposal**

**Warwick District Shopmobility – Funding Support 2006/7 and Business Planning and Development Support**

Resolved:-

That approval be given to a grant of £7,000 revenue support in 2006/7 and up to £5,000 of further Business Consultancy support to help with the development and implementation of a sustainable business plan for Warwick District Shopmobility subject to a similar level of support from Warwick District Council and subject to this being the final year that the Warwick Area Committee would support such an application from Shopmobility.

#### 14. Provisional Items for Future Meetings

The Committee noted the following provisional items:-

11 July 2006

Tachbrook Park Road, Leamington Spa – speed reduction scheme.

Barford Parish Plan.

Warwick Area Business Plan.

WBF/SIF Funding Proposals.

Stoneleigh Village Speed Limit Review

Not yet allocated

Lillington Road, Leamington Spa – proposed cycle route linking North Leamington School to the town centre as part of the Safer Routes to Schools initiative.

#### 15. Minutes of the meeting of 21<sup>st</sup> March 2006 and matters arising

##### (1) Minutes

Resolved:-

That the minutes of the meeting of the Warwick Area Committee held on the 21 March 2006, having been circulated, be approved and be signed by the Chair.

##### (2) Matters arising

###### (i) Minute 2(3) – Decriminalisation of Parking Enforcement throughout the Warwick District

At the last meeting of the Committee, Brian Wall, Royal Leamington Spa Chamber of Trade, had asked for a rapid bus service to be introduced in Leamington prior to the introduction of decriminalisation of parking. The Committee had asked for an update to this meeting. Peter Barnett updated Members as follows:-

- Bus services were provided by the private sector and intervention by the County Council would only be appropriate if the private sector decided not to meet a need;
- Currently, a broadly 15 minute frequency was provided during the peak between the 'suburbs' and Leamington Town Centre and the 'door to door' journey time was competitive with the equivalent car journey. However, it was accepted that some of the services were not to this standard;
- It would be contrary to competition legislation for the County Council to introduce services that competed substantially with the private sector services.
- There was some doubt as to the feasibility of delivering a 'Rapid Bus' network as current traffic conditions – for example, congestion, traffic

calming and lack of bus priorities – would make faster bus journey times difficult to achieve;

- It would be a high risk venture for the County Council to introduce additional services when the response of motorists to decriminalisation was not yet known – would there be an increase in bus use or would motorists react in a completely different way?;
- His advice was that members should wait and see the reaction of motorists to decriminalisation and the reaction of the bus operator(s) to any increased demand for buses. Thereafter, the County Council could consider whether intervention was appropriate.
- He had spoken to Stagecoach and their approach would be similar. A number of their services had excess capacity whilst others did not. If new demands arose they would consider how to respond. In advance of a proven need they would require some financial support.
- Independently of this issue being raised at Area Committee, Transport Operations Group were discussing with Stagecoach some improvements to services to Cubbington and Lillington which would reduce journey times by using more direct routes.
- In the longer term, the SPARK Annex E Bid, which was currently being considered by the DfT, did include substantial improvements to bus services in the area.

**(ii) Minute 2(5) – Petition – Cherry Orchard, Kenilworth – Railway maintenance access**

Councillor Dave Shilton thanked the officers of the Environment and Economy Directorate for the letter to Network Rail in connection with problems being experienced by residents as a result of contractors of that company using the railway access point off Cherry Orchard at night. Unfortunately the situation had worsened.

**(iii) Minute 10(2)(vi) – A429 Coventry Road, Warwick – Possible Lowering of Speed Limit**

In response to a question from Councillor Jose Compton, it was confirmed that the publication of revised Circular 1/93 was still awaited. The recent change of Minister would have added to the delay in its publication.

**16. Any other items**

None.

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Chair of Committee

The Committee rose at 9.46 p.m.