

The **WARWICK AREA COMMITTEE** met at **WARWICK** on the **25<sup>th</sup> SEPTEMBER, 2007.**

Present:-

Councillor Sarah Boad (Chair)  
“ Marion Haywood (Vice Chair)  
“ Ken Browne  
“ Les Caborn  
“ Alan Cockburn  
“ Jose Compton  
“ Chris Davis  
“ Bernard Kirton  
“ Tim Naylor  
“ Raj Randev  
“ Dave Shilton  
“ Mota Singh  
“ John Whitehouse

Also Present:-

Officers: Roger Bennett and Roger Newham (Environment and Economy Directorate), Peter Endall and Peter Hunter (Performance and Development Directorate)

**1. General**  
**(1) Apologies**

Apologies for absence were submitted from Councillors Michael Doody and Eithne Goode.

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

The following Councillor disclosed the following personal interests:-

Councillor John Whitehouse – agenda items 8 and 9 – member of SUSTRANS.

**2. Public Question Time**  
**St. Margarets Road, Leamington Spa**

The Chair said that Councillor Balvinder Gill, Warwick District Council, had given notice that he had wished to ask a question at the meeting but subsequently he had been unable to attend. Peter Hunter would raise the matter on his behalf.

Peter Hunter said that Councillor Gill had asked if a two-hour parking restriction could be placed on the St. Margaret Road Car Park, as places were being taken up by staff from a nearby nursery school.

Roger Bennett said that he had received notification of the problem from the St. Margarets Road shopkeepers and he had added it to the ever-growing list of issues to be considered.

Councillor Mota Singh said that he had not been approached by any of his constituents but he was aware that staff at the nursery school had difficulty in parking because of the narrowness of the road.

It was agreed that this issue should be looked at during the six monthly review of the decriminalisation of parking scheme and that Councillor Gill be informed accordingly

### **3. Nomination of Member Representative to the Merged South Warwickshire CDRP**

The Committee considered the report by the Strategic Director of Performance and Development and it was then Resolved:-

That the Warwick Area Committee nominate Councillor Ken Browne as a representative to attend the merged South Warwickshire Crime Reduction Partnership.

### **4. Health Inequalities in Warwick District**

The Committee received a presentation on health inequalities in Warwick District by Deb Saunders of the Warwickshire Primary Care Trust. The following points arose during the presentation and the ensuing questions and answers session:-

- (1) Following the merger of the former three Warwickshire primary care trusts into a single trust, she had commissioned Dr. Greg Wells to do work on health inequalities in the Warwick District. This was done so that the problems of health inequalities in the District would not be lost in the wider problems between the north and south of the county.
- (2) There were many areas of individual pockets of deprivation but the real concern was to identify patterns of deprivation.
- (3) When scoring the individual wards in the District, the following overall result was obtained – Warwick West 21, Brunswick 19, Crown 16, Willes 15, Clarendon 13 and Whitnash 9.
- (4) It was a surprise that Warwick West had revealed the highest level of deprivation. In part this might have arisen because of improvements in Brunswick.
- (5) Even a ward basis was not small enough to identify the real areas of deprivation (e.g. Crown was divided into two areas, one very comfortable and one not); a postcode basis would be preferred.

- (6) A partnership day would be arranged in Warwick West to which all partners would be invited to discuss the issues for that ward. This would include Councillor Raj Randev as the local county councillor.

## **5. Decriminalisation of Parking Enforcement in Warwick**

The Committee received an oral update from Roger Bennett on the latest situation with decriminalisation of parking enforcement in Warwick, during which he made the following comments:-

- (1) Despite ill-informed comments in the local press in the early days of the scheme, it appeared to be achieving its objectives.
- (2) There was significantly better compliance with parking restrictions and less traffic moving about searching for parking places.
- (3) There had been an upsurge in the season tickets for the District Council car parks.
- (4) As expected for a scheme of its size, there had been a number of teething problems:-
  - There had been a delay in the District Council sending out residents parking permits – in part this was due to the postal dispute.
  - A number of the 162 pay and display machines were not operating – this was mostly due to them not having the power supply connected.
  - Not all the necessary signs and road markings had been put in place but this was now in hand.
- (5) There had not been an avalanche of complaints; the main areas of concern were:-
  - Leamington Spa – there was a particular concern about displacement into Binswood Avenue and proposals would be brought forward to deal with this; there were issues around town centre residents eligibility for parking permits; some businesses had concerns because their staff were parking illegally.
  - Kenilworth – parents expressed concern about the possibility of having to pay 70p to drop off or pick up children at the nursery school in Bertie Road.
  - Warwick – there were problems in Wathen Road as a result of the proximity of Warwick Hospital and Councillor Raj Randev had attended a public meeting in connection with this – the solution might be to introduce a residents only zone; Guy Street, Cherry Street, Broad Street and Coventry Road area also had particular problems.
- (6) The formal review of the scheme would take place in early January 2008, however, the scheme had been under review since its inception.

### **Jill Murray, Resident**

The residents of the Guy Street, Cherry Street, Broad Street, Warwick, area were in limbo with no idea what new proposals there might be for those

streets. The situation would become worse when a new retail development in Coten End was completed. Parking for displaced cars was forced onto Coventry Road. Large lorries used the narrow streets to turn around – this could be tackled by introducing one-way traffic. Delineated parking bays would help to increase the number of parking spaces and measurements had been taken but the results were not known. There was concern that additional pressure would result from business parking permits.

**John Smith, Resident Morton Street, Leamington Spa**

Numerous cars parked on double yellow lines and not one parking attendant had been seen. Morton Street was used to avoid traffic lights. It was much harder to park on the street. His girlfriend was forced to park away from the house and had to walk in the dark carrying a laptop and mobile phone.

Roger Bennett confirmed that the possibility of introducing one-way traffic on Cherry Street and Broad Street was being considered in order that on-street parking spaces could be maximised. The pavements in Guy Street were not wide enough to permit footway parking. It was expected that any additional parking pressures arising from the new retail development would be short term. There were no proposals to issue business parking permits.

He was aware of the problems with enforcement. The District Council had intended to appoint 30 staff of which 24 would be operational. Unfortunately there were currently only fourteen. However, another six had been recruited to take up duty in early October. The extra staff should improve enforcement levels. He would have a look at the parking situation in Morton Street.

Councillor Raj Randev thanked Roger Bennett for the speedy help he had given over the problems in Wathen Road. He thought that there was likely to be a cost with regard to finding a solution to the problems and he urged the Committee to give this serious consideration when it was brought to them.

Councillor Bernard Kirton said that no further restrictions should be introduced until the full complement of traffic wardens were in post. He added that this should have been achieved by day one of the scheme and asked whether there had been any particular unforeseen problems. He had been informed that there had been a tacit agreement to allow cars and lorries to park on the pavement in the Parade, Leamington Spa. This should be stopped.

Councillor John Whitehouse said that the enforcement problems undermined the credibility of the scheme. He was surprised by the high number of machines that were not working, as this was not the first scheme in the County. He asked if any solution to the Bertie Road, Kenilworth, problems could be fast tracked as they were short term during the closure of Talisman Square car park and the real difficulty would be over the next few months with the shorter days.

Councillor Dave Shilton referred to the problem of larger vehicles taking up two spaces. He asked that a parking meter in Station Road, Kenilworth, the siting of which was making it difficult for one of his constituents to exit his drive, be moved to the verge.

Councillor Tim Naylor suggested that Ian Coker, Warwick District Council, should be asked to report to the next meeting of the Committee on how much time wardens spent in the District on ticketing and enforcement.

Councillor Jose Compton asked why wardens were walking around in pairs. She said that there was a need to look at the 8 p.m. end time that applied in some areas. The 20p charge for thirty minutes had proven very popular.

The Chair said that she had expected to be inundated with complaints but this had not happened.

Roger Bennett responded as follows:-

- (i) Twenty staff had been recruited to operate from the first day but six of those had withdrawn. A further six had now been recruited and there should be some definite improvement.
- (ii) Warwick District Council would be asked to keep a watch on the Parade and Morton Street.
- (iii) The main cause of the machines not operating was that they had not been connected. In some machines the batteries had run down and new ones had been ordered.
- (iv) One option being looked at in Bertie Road, Kenilworth, was the removal of the "School Keep Clear" markings and their replacement with a 15 minute waiting period.
- (v) Under the scheme vehicles up to transit van size were permitted to park.
- (vi) He would look into the problem of the pay and display meter in Station Road, Kenilworth.
- (vii) He would approach the District Council for statistics on the enforcement of the scheme.
- (viii) The reason for wardens walking about in pairs was that inexperienced ones patrolled with experienced staff but once the initial training was completed, the pairing would stop.
- (ix) The question of reducing the end time from 8 p.m. to 6 p.m. in Leamington Spa would be examined.

## **6. A429 Stratford Road, Warwick – Proposed Speed Limit Changes**

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

Roger Newham pointed out that if Members wished to make any changes to the advertised order it would require a new order and restarting the legal process from the start.

**Anthony Butcher**

He was delighted with the proposal for the reduction in speed on this road. However, he felt that it would be better to extend the 30 mph limit to the Tournament Fields roundabout because pupils would also be using the road at that point.

**John Holland, School Governor and resident of West Street, Warwick**

He referred to the new junction on Stratford Road for the school and said that there was no footpath at that point. When attempts were made to replace a school crossing patrol for the Primary School on the other side of the road this had been rejected on the basis that it was too dangerous for one to be deployed there. He supported the extension of the 30 mph limit.

Members were generally in favour of an extension of the 30 mph limit to the Tournament Fields roundabout with a 40 mph limit to the Longbridge Junction. Councillor Raj Randev, seconded by Councillor Tim Naylor, moved this accordingly.

Councillor suggested as an amendment that the 30 mph limit as advertised be brought in straightaway. This amendment was accepted.

Councillor Ken Browne sounded a warning as the proposal was against Council policy agreed recently and which the Committee had supported. He said that he would not vote in this matter.

Roger Newham confirmed that the recommendation in the report was in accordance with County policy. He also understood that the order either had to be accepted or rejected in its entirety. However, he would recheck this.

It was then Resolved, eight members having voted in favour and three against:-

That, subject to feasibility, that part of the advertised order imposing a 30 mph limit on the A429 Stratford Road, Warwick, from the built up area to the new T junction be brought in immediately and that officers prepare a new order to extend the 30 mph limit to the Tournament Fields roundabout and then 40 mph to Longbridge Island.

**7. Talisman Square Development – Traffic Regulation Order/Traffic Calming Consultation**

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

Councillor Dave Shilton asked for signs to be displayed informing shoppers that Millers Court shops were open during the Talisman Square development.

Councillor Alan Cockburn reminded members that the proposals for Station Road would be revisited in twelve months.

Councillor John Whitehouse was very pleased that the Puffin crossing would be maintained.

It was then Resolved:-

That the Warwick Area Committee approve the construction of the scheme as set out in drawings SK001 – SK006 and the Legal Public Notice as included in Appendix A and confirm that the Traffic Regulation Orders be made as advertised, with the exception of three minor amendments as set out in 2.1.7 and any other additional minor amendments necessary resulting from recommendations made in the Safety Audit.

## **8. Tachbrook Road Cycleway**

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

### **Neville Davenport**

He warned that the plans for locating both pedestrians and cyclists on the footpath was seriously flawed, as some of the pedestrians who used this area did not possess the mental or sensory capacity to deal with the conflict.

Roger Newham said the preference was always to include the cycleway as part of the carriageway where this was feasible but Tachbrook Road was not wide enough to accommodate this. The verge and footpath was sufficiently wide to include a footway and cycleway.

Councillor Mota Singh asked that a clear division be provided between the footpath and cyclepath. He said that residents were concerned that a bus layby would be lost.

Roger Newham said that it was likely that the layby could not be retained due to lack of width but that this would be checked again to see if it was possible to implement the scheme and retain the bus layby.

It was then Resolved:-

That the Warwick Area Committee approves:-

- (1) The conversion of the western footway on Tachbrook Road, Leamington Spa, between Queensway and High Street, to shared use footway/cycleway.
- (2) The provision of 'raised table crossing points' on Bury Road, Kingsway, Baker Avenue and Cashmore Avenue, Leamington Spa.

## **9. Proposed Cycle Route to Bishop's Tachbrook**

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

### **Councillor Sean Deely, Bishop's Tachbrook Parish Council**

He wished to draw the Committee's attention to two safety concerns the Parish Council had with the proposal. There was a need to reduce the speed limit at the Oakley Wood Road/Harbury Lane junction and there was concern that the verge on parts of the route was too narrow.

Roger Newham advised that acquiring land to increase the width near the Leopard pub would be investigated but nothing could be done about the width further north near the cottages. He also agreed that the requests by the Parish Council for improvements in the village would be investigated further but as a separate matter to implementation of this scheme.

Councillor Sean Deely suggested that there should be a path separated by a barrier or that cyclists should be asked to dismount and push their cycles.

Roger Newham said that there was insufficient space for a barrier. The suggestion that cyclists should be asked to dismount would not find favour amongst them and they were likely to continue to cycle.

Councillor Dave Shilton congratulated Bishop's Tachbrook Parish Council on its dialogue with the County Council on such issues as the proposed cycle route.

It was then Resolved:-

That approval be given to:-

- (1) The conversion of the various sections of footway as shown on the plan in Appendix A to shared use cycleway/footways.
- (2) The upgrade of the existing signal-controlled pedestrian facility where the proposed route crosses Harbury Lane at the junction with Oakley Wood Road, to include provision for cyclists.
- (3) The views of the Bishop's Tachbrook Parish Council be taken on board and speed reduction checks be carried out.

## **10. Provisional Items for Future Meetings**

The Committee noted the following provisional items:-



13<sup>th</sup> November 2007

- Possible proposals on future school organisation in Warwick.
- Progress report on the feasibility and development work for Business Improvement Districts – Leamington Spa and Warwick.
- Warwick Bus Interchange.
- Review of appointments to external bodies.
- Decriminalisation of parking enforcement – review.
- Update on redevelopment of Ridgeway School.

22<sup>nd</sup> January 2008

- Warwick Town Centre Traffic Management Review – options for consideration.

11<sup>th</sup> March 2008

- Capital Programme for Transport 2008-09 – draft programme for Warwick Area.

Not yet allocated

- A429 Barford to Warwick cycleway.

**11. Minutes of the meetings of 10<sup>th</sup> July 2007 and matters arising**  
**(1) Minutes**

Resolved:-

That the minutes of the meeting of the Warwick Area Committee held on the 10<sup>th</sup> July 2007, having been circulated, be approved and be signed by the Chair.

**(2) Matters arising**

**(i) Minute 4(1) – Redevelopment of Ridgeway School**

The following update was given to Members:-

Plans had been drawn up for the refurbishment of the Round Oak buildings and the Pupil Reintegration Unit would relocate by the end of term. The exact date would depend on the amount of refurbishment required in order for the Unit to move in.

Work was continuing to determine the best option for the rebuilding of Ridgeway School, including ways in which the school could be rebuilt on the existing site but also looking at alternative sites on a temporary or permanent basis.

A further report would be presented to the Area Committee at its meeting in November.

**(ii) Minute 7 – A445/03 Portobello Bridge, Warwick**

It was noted that the letters had not been written pending clarification of what was exactly required. That had now been done and the appropriate letters would be sent.

**(iii) Minute 8 – Street Lighting Hours of Operation**

It was noted that the proposal for turning off street lighting would be trialled in Warwick Area. In order to obtain a true reaction from the public, there would be no advance notice of the trial but the local member would be informed before the trial took place.

**12. Any other items**

**ADDITIONAL ITEM – Area Committee Maintenance and Safety Funding**

The Committee considered the report by the Strategic Director for Environment and Economy and it was then Resolved:-

That the following priorities for the Warwick Area Committee's Maintenance and Safety funding be approved:-

- (1) £180,000 Safety improvement works on routes with the highest levels of injury collisions per kilometre and which will not be funded from normal allocations with officers authorised to balance small under or overspends on the various routes subject to the £180,000 not being exceeded and officers reporting any underspends to the Area Committee:-
  - (i) B4103 Clinton Lane, Castle Road, Borrowell Lane, Smalley Place, The Square and Warwick Road Kenilworth (£132,738).
  - (ii) B4104 Abbey End and Abbey Hill, Kenilworth (including Forest Road) (£19,304)
  - (iii) B4453 from Lillington Avenue, Leamington Spa to Coventry Road, Cubbington (£27,675)
- (2) £10,000 to allow the full implementation of a pedestrian refuge at Cubbington Road, Lillington (total cost £22,000 with remainder already approved from the minor works budget).

- (3) £210,000 for the following maintenance work priorities; the site priorities for the maintenance work to be decided by officers based on need and the work being additional to any planned from the normal maintenance allocations:-
- (i) Upgrading Mercury lanterns dealing particularly with lanterns in Woodloes, Sydenham and Kenilworth (£50,000).
  - (ii) Tackling the backlog of Slurry Seal work on footways including work in Whitnash, Lillington, Kenilworth and Woodloes (£60,000)
  - (iii) Carriageway surfacing work, including necessary work on Radford Road, Leamington Spa (£100,000)

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Chair of Committee

The Committee rose at 9.02 p.m.