

Portfolio Holder Decisions/Leader Decisions

Date: Friday 18 June 2021

Time: 12.00 pm

Membership

Councillor Peter Butlin

Councillor Wallace Redford

Items on the agenda: -

- | | |
|--|----------------|
| 1. Quinton Primary School – Access to S106 Funds for Improvements | 3 - 6 |
| 2. DfT Rural Mobility Fund | 7 - 12 |
| 3. Developer- Funded S278 Highway Schemes Approvals | 13 - 16 |
| 4. Proposed raised zebra crossing -Willes Road, Leamington Spa | 17 - 28 |

Monica Fogarty
Chief Executive
Warwickshire County Council
Shire Hall, Warwick

Disclaimers

Disclosures of Pecuniary and Non-Pecuniary Interests

Members are required to register their disclosable pecuniary interests within 28 days of their election of appointment to the Council. A member attending a meeting where a matter arises in which s/he has a disclosable pecuniary interest must (unless s/he has a dispensation):

- Declare the interest if s/he has not already registered it
- Not participate in any discussion or vote
- Must leave the meeting room until the matter has been dealt with
- Give written notice of any unregistered interest to the Monitoring Officer within 28 days of the meeting

Non-pecuniary interests must still be declared in accordance with the Code of Conduct.

These should be declared at the commencement of the meeting

The public reports referred to are available on the Warwickshire Web

<https://democracy.warwickshire.gov.uk/uuCoverPage.aspx?bcr=1>

Public Speaking

Any member of the public who is resident or working in Warwickshire, or who is in receipt of services from the Council, may speak at the meeting for up to three minutes on any matter within the remit of the Committee. This can be in the form of a statement or a question. If you wish to speak please notify Democratic Services in writing at least two working days before the meeting. You should give your name and address and the subject upon which you wish to speak. Full details of the public speaking scheme are set out in the Council's Standing Orders.

Portfolio Holder for Finance and Property on 18 June 2021

Quinton Primary School – Access to S106 Funds for Improvements

Portfolio Holder	Peter Butlin
Date of decision	18 June 2021
	Signed

Decision taken

The Portfolio holder for Finance and Property approve the addition of the scheme for improvements at Quinton Primary School to the Capital Programme at an estimated cost of £106,000 to be funded from section 106 receipts (£198,000) and a contribution by the School (£2,000)

The Portfolio holder has delegated authority to add schemes to the Capital Programme where the value is less than £2,000,000 and the scheme is fully funded from external grants, developer contributions or from revenue. Funding from developer contributions can only be used for a limited range of purposes specified in the relevant agreement. The Infrastructure Planning Lead has confirmed that the use of the funding for these purposes is in accordance with the terms of the relevant section 106 obligations

Reasons for decision

Quinton Primary is a small rural school in South Warwickshire. There has been building in the local area in recent years and the school has increased its PAN from 15 to 30. There has also been pressure on early years provision which has increased from 13 to 25

Approximately £200k S106 funding is specifically available for Quinton Primary School and the school would like to use some of this to do some much needed improvements

S106 funds totalling £106,000 has been approved by Capital Access and Organisation Board for works at Quinton Primary School to provide the delivery of a safe outdoor space for EYFS, an extension to the front playground, refurbishment of toilets in the Nursery and conversion of former entrance foyer to create a meeting and intervention room.

Background information

The outdoor area that is accessed by Nursery and Reception is not fit for purpose and the amount of actual useable space is limited, mainly due to poor surface quality, lack of any kind of weather protection and danger of injuries to children because of the lack of specific child-friendly resources and structures. Although the school has raised funding in the past and refurbished with help from their PTA, it is “past its sell-by date” and the constant effort to try and make do and repair is increasingly difficult. The school can only allow a small group of children out at any one time and they need extra supervision to keep them safe. With a professionally produced area, every inch would be maximised and more children could access it as a genuine extension of the indoor classroom into the outdoors, giving all the EYFS children a wider breadth of exciting learning opportunities. This would allow the school to accept more Nursery children up to their limit of 25 and benefit both EYFS children and staff as they reduce the risks to a much more manageable level

The front playground was only ever designed with a PAN of 15. It becomes very dangerous particularly when the weather is poor and they have to use the playground for all children in the school at break and lunch times. Currently the school has to limit children’s movements in order to stay safe. The extension would give the school a greater level of safety and the ability to use the playground area in sections if necessary.

The current toilet facilities for Nursery date back to the early fifties when the school was built. They are not fit for purpose.

The original design of the school did not include any intervention space. Particularly with the gaps in knowledge caused by the Coronavirus and lockdown, intervention is absolutely crucial. Currently, intervention is taking place in corridors, the hall, the (very cramped) server room and wherever a member of staff can find a space. The quality suffers. The dual use of this room is also to accommodate the wide range of external support services that the school uses for more specific work with both staff and children

Financial implications

Funding breakdown

Basic Need funding:	£0
Developer contribution funding:	£106,000.00
Other funding (please state source below):	£2,000.00
Other funding source (if applicable):	Contribution from school

Environmental implications

The improvements will enhance the ability of children to attend a school closer to their home, involving reduced travel distances, and the planning process is designed to ensure the sustainability of development proposals.

Report Author	Lead Officer – Nikki Daly Education Capital, Sufficiency and Transport Lead Commissioner (seconded)
Assistant Director	Ian Budd
Lead Director	Mark Ryder
Lead Member	LeadMember

Urgent matter?	<i>No</i>
Confidential or exempt?	<i>No</i>
Is the decision contrary to the budget and policy framework?	<i>No</i>

List of background papers (If applicable)

None

Members and officers consulted and informed

Portfolio Holder – Councillor Peter Butlin

Corporate Board –

Legal – Ian Marriott

Finance – Andrew Felton

Equality –

Democratic Services – Helen Barnsley

Councillors –

This page is intentionally left blank

Portfolio Holder Decision DfT Rural Mobility Fund

18 June 2021

Portfolio Holder	Deputy Leader (Finance and Property)
Date of decision	18 June 2021
	Signed

Decision taken

1. That the Deputy Leader (Portfolio Holder for Finance and Property) gives approval to add the Rural Mobility Fund - Demand Responsive Software Development and Operation onto the Capital Programme, at an approximate cost of £0.401million
2. That the Deputy Leader (Portfolio Holder for Finance and Property) authorises the Strategic Director for Communities to procure and enter into the contracts required for the establishment and operation of the pilot demand responsive transport service on terms and conditions acceptable to the Strategic Director for Resources.

1. Reasons for decisions

- 1.1 On 15 May 2018, the Council reconfirmed the delegated power to the Leader, or body nominated by them, to approve the addition to the Capital Programme of schemes costing less than £2.0million, which are funded from external grants, developer contributions or from revenue. The Portfolio Holder for Finance and Property is that nominated body.
- 1.2 The Deputy Leader of the County Council has the delegated power to approve the procurement and award of contracts up to the value of £3million.

2. Background information

- 2.1 In September 2019, the Government announced details regarding a £220million programme of commitments in 2020-21 towards transforming bus services in England, including a National Bus Strategy. Subsequently, in February 2020, the

Department for Transport (DfT) invited local authorities to submit Expressions of Interest (EOI) regarding a £20million Rural Mobility Fund to assess the benefits of on-demand services to improve existing bus provision in rural and suburban areas. The DfT expected much of the fund to be awarded in allocations of between £0.500 and £1.500million.

- 2.2 In June 2020, County Council officers submitted an expression of interest focused on a new demand responsive transport service serving residents in rural settlements situated to the west of the Warwick urban area and parts of Kenilworth. This represents a population below 10,000 residents aligned with the DfT eligibility criteria, including Beausale, Budbrooke, Haseley, Hatton and Leek Wootton. This area was selected to be the focus of our Rural Mobility Fund bid due to the following key considerations:
- Service 16 is operated under contract to the County Council and Section 106 developer contributions have been secured to fund provision of a new demand responsive transport service that will replace the service;
 - Patronage on the Service 16 has not met its full potential and the cost of providing the service in its current form does not provide good value; and
 - Transforming the bus service provision to a sophisticated demand responsive transport service should provide greater flexibility for residents, boost patronage and reduce bus subsidy costs.
- 2.3 Provision of the new demand responsive transport service includes the launch of a mobile phone app enabling residents to book their journeys, like Uber when booking taxi journeys, albeit, the service will pick up residents as close as possible to their desired meeting point. The service will also enhance the customer experience by alleviating the need for residents to wait at a bus stop in inclement weather conditions. Residents will also be able to book their journeys online and via telephone through use of an existing call centre service. The demand responsive transport service would provide residents with access to major employment and training sites, e.g. Warwick Technology Park, schools and other education sites, Warwick Hospital, Warwick and Kenilworth Town Centres, Warwick, Warwick Parkway and Kenilworth Rail Stations, medical centres, leisure amenities and other public transport interchanges such as Warwick Bus Station.
- 2.4 The DfT confirmed that after receiving a large volume of EOIs, the County Council submission was included in a list of successful bids selected to progress onto Phase 2, the submission of a formal bid application (business case) WCC submitted the bid in February 2021 including a Financial Case approved by the Section 151 Officer. Confirmation of the funding award from the DfT was given in April 2021.
- 2.5 The new demand responsive software steering the operation of the pilot service will produce meaningful data that will enable WCC officers to review the general level of customer satisfaction, punctuality of the service, growth or decline in patronage, identify cost efficiencies to improve operational / financial performance and monitor driver performance / standard of customer care being provided potentially aided by supplementary use of driver behaviour monitoring software such a Green Road and/or by fitting Dash Cams to the vehicles. The information collected will be used to improve performance, inform service design of the scheme throughout its lifespan, shape further demand responsive transport proposals in the future, and

make cost efficiencies on other existing, WCC funded demand responsive transport schemes in Rugby, Stratford-upon-Avon, Atherstone and Coleshill. The performance information will also be shared with the DfT to enable them to gain an understanding of the net impacts and relative cost effectiveness of the pilot scheme to shape future policy and funding opportunities.

3. Financial implications

- 3.1 The total cost of establishing and operating the pilot demand responsive transport service is £1.752million over a 5-year period up to 2025-26. The County Council has been awarded a £1.020million contribution from the DfT towards this cost and will contribute our own partnership funding to the sum of £0.732million over this period.
- 3.2 The £0.732million County Council funding contribution comprises a total sum of £0.374million in Section 106 developer contributions and £0.358million from the revenue support fund managed by the WCC Passenger Transport Team, including savings made from the withdrawal of the Service 16.
- 3.3 A sum of £0.401million from the £1.020million revenue grant received from the DfT needs to be added onto the Capital Programme to enable delivery of the Rural Mobility Fund - Demand Responsive Software Development and Operation. The remaining £1.351million budget will be spent on the subsidy cost for operating the service including staff costs and marketing during the 5-year funding period up to 2025-26. The new demand responsive transport service will be powered by a software platform that coordinates the scheduling and routing of vehicles to passengers and their destinations, which includes the development and launch of a specific mobile phone app enabling customers to book their journeys.
- 3.4 WCC Passenger Transport Team will manage the procurement process which will be split into two elements, i.e. demand responsive transport service and supporting software infrastructure. It is possible that a single tenderer will be awarded both elements. The total aggregated value of the contracts is £1.752million.
- 3.5 It is anticipated that the new service will commence in January 2022. After expiry of the 5-year funding period in 2025-26, WCC Passenger Transport Team will take a decision as to whether to continue with the demand responsive transport service in full, or alternatively, adapt the Scheme to suit the available funding at the time.
- 3.6 The addition of the Scheme to the Capital Programme will not affect the overall level of capital resources available to the County Council.

4. Environmental implications

- 4.1 The new demand responsive transport service will support economic growth in the area by enhancing access to employment sites, training, apprenticeships, education, retail centres and public transport interchanges.
- 4.2 The new service will promote social inclusion and encourage use of sustainable transport which would help improve the environment, including contributing towards

helping the County Council and Warwick District Council achieving the targets set for the Air Quality Management Areas in Warwick and Kenilworth town centres.

- 4.3 The new service will also contribute towards the County Council's aspirations of reducing transport emissions and promoting public health set in the Warwickshire Local Transport Plan, in addition to supporting Warwick District Council in achieving their sustainability and Climate Emergency target of ensuring total emissions in Warwick District as a whole are as close to zero as possible by 2030.

Report Author	Nigel Whyte nigelwhyte@warwickshire.gov.uk
Assistant Director	David Ayton-Hill Assistant Director for Communities
Lead Director	Mark Ryder Strategic Director for Communities
Lead Member	Cllr Wallace Redford Portfolio Holder for Transport and Planning

Urgent matter?	No
Confidential or exempt?	No
Is the decision contrary to the budget and policy framework?	No

List of background papers

NONE.

Members and officers consulted and informed

Portfolio Holder – Councillor Wallace Redford

Corporate Board – Mark Ryder

Legal – Ian Marriott

Finance – Virginia Rennie

Equality – Keira Rounsley

Democratic Services – Paul Williams

Councillors – Golby, Fradgley, Holland and Chilvers

Local Member(s):

Cllr Jan Baltazy Matecki (Budbrooke & Bishop's Tachbrook)
Cllr Richard John Spencer (Kenilworth St. John's)
Cllr John Cooke (Lapworth & West Kenilworth)
Cllr Wallace Redford (Cubbington & Leek Wootton)
Cllr Tracey Jane Drew (Kenilworth Park Hill)

This page is intentionally left blank

Portfolio Holder Decision

Developer- Funded S278 Highway Schemes Approvals

Portfolio Holder	Portfolio Holder for Finance and Property
Date of decision	18 June 2021
	Signed

Decision taken

1) That the Portfolio Holder for Finance and Property gives approval to the addition of the following s278 fully developer-funded highway improvement scheme to the Capital Programme for 2021/22.

1. A4390 Seven Meadows Road (Shakespeare Marina), Stratford upon Avon of approximate value £244,000

2) That the Portfolio Holder for Finance and Property gives approval to the addition of the following s278 fully developer-funded highway improvement schemes to the Capital Programme for 2021/22, and authorises the Strategic Director for Communities to procure the construction contract and to enter into such contract on terms and conditions acceptable to the Strategic Director for Resources, subject to the applicable Section 278 Agreement with the Developer being signed which will provide for 100% of the funding.

2. D7069 Glasshouse Lane (Kenilworth School Major Scheme), Kenilworth of approximate value £1,800,000
3. D1454 Gipsy Lane, Yew Tree Farm, Nuneaton of approximate value £1,930,000

Reasons for decisions

On 14th May 2021 Council reconfirmed the delegated power to the Leader, or body nominated by them, to approve the addition to the capital programme of projects costing less than £2.0 million, which are fully funded from external grants, developer contributions or from revenue. The Portfolio Holder for Finance and Property is that nominated body.

Background information

D7069 Glasshouse Lane (Kenilworth School Major Scheme), Kenilworth

A planning application was submitted to Warwick District Council by Kenilworth Multi Academy Trust in respect of the erection of a secondary school and sixth form building. Planning permission was granted on 19 December 2019 (ref: W/19/0655). The planning permission requires the construction of site entrances and controlled crossings. The controlled crossings are subject to separate statutory notice and consultation procedures and any objections will be reported to the Portfolio Holder for Transport and Planning.

A4390 Seven Meadows Road (Shakespeare Marina), Stratford upon Avon

A planning application was submitted to Stratford District Council by Lingfield Properties Ltd in respect of the construction of a Marina. Planning permission was granted on 28 September 2012 (ref: 12/01527/VARY) for the variation of conditions from an initial planning permission 72/3/17 granted on the 28 March 1974. The planning permission requires the construction of a bell mouth entrance.

D1454 Gipsy Lane, Yew Tree Farm, Nuneaton

A planning application was submitted to Nuneaton & Bedworth Borough Council in respect of the erection of up to 575 houses including a mixed-use neighbourhood centre. Planning permission was granted on the 11 January 2021 (ref: 035037). The planning permission requires the construction of a new roundabout, a new bell mouth junction and the realignment of Gipsy Lane.

Financial implications

As the new highway assets which are being created through these schemes will come on to the Council's balance sheet once completed, the costs incurred by the Council need to be treated as capital expenditure.

Section 278 schemes are fully funded by developer contributions which are ring-fenced for the schemes described in the sections above. There are no alternative uses for the contributions and the addition of these schemes will not affect the overall level of available capital resources.

The respective Developers have already committed to funding the technical review work by accepting the Council's fee estimates. The Council's fees for technical review are always collected in advance of the s278 agreement being signed.

Procurement and subsequent award of construction contracts will only take place subject to the applicable Section 278 agreements being signed, which will provide 100% of the funding. The commencement of the works is dependent on the completion of the technical review, procurement and contractor mobilisation processes. Any slippage or increase in costs due to changes in the scope of the works will be reported in the normal quarterly monitoring process.

Environmental implications

The environmental impacts of developer-funded highway schemes are considered through the planning approval process.

The contractors on the Council's Framework Contract for the Provision of Engineering and Construction Works (WCC 6012) have all demonstrated that they hold a certificate of compliance with BS EN ISO 140001 (or equivalent) or have otherwise satisfactorily demonstrated their policies and arrangements for the management of construction-related environmental issues.

Report Author	Ian Stuart ianstuart@warwickshire.gov.uk,
Assistant Director	Scott Tompkins (Assistant Director – Environmental Services)
Lead Director	Mark Ryder - Strategic Director for Communities
Lead Member	Portfolio Holder for Finance and Property

Urgent matter?	No
Confidential or exempt?	No
Is the decision contrary to the budget and policy framework?	No

List of background papers

None

Members and officers consulted and informed

Portfolio Holder – Councillor Peter Butlin

Legal – Ian Marriot

Finance – Andrew Felton

Equality – Keira Rounsley

Democratic Services – Isabelle Moorhouse

Local Member(s):

D7069 Glasshouse Lane (Kenilworth School Major Scheme), Kenilworth – Cllr Drew (Kenilworth Park Hill) and Cllr Spencer (Kenilworth St Johns)

A4390 Seven Meadows Road (Shakespeare Marina), Stratford upon Avon- Cllr Fradgley (Stratford West) and Cllr Rolfe (Stratford South)

D1454 Gipsy Lane, Yew Tree Farm, Nuneaton – Cllr Baxter- Payne (Attleborough), Cllr Golby (Arbury) and Cllr Markham (Bedworth North)

This page is intentionally left blank

Decision Record – Objection to proposed raised zebra crossing on Willes Road near Leam Terrace, Leamington Spa.

Portfolio Holder	Portfolio Holder for Transport and Planning
Date of decision	16 April 2021
	Signed

Decision taken

That the Portfolio Holder for Transport and Planning approves the implementation of a raised zebra crossing as advertised in accordance with the Road Traffic Regulation Act 1980 Section 90A on Willes Road near Leam Terrace, Leamington Spa.

Reasons for decisions

Where objections have been received to advertised traffic orders it is necessary for the Portfolio Holder to decide on the orders.

Background Information

As a result of concerns expressed to the Local Member by parents of children attending Clapham Terrace Community School Primary School, and disabled road users regarding speeding on Willes Road near Leam Terrace, and vehicles failing to stop to let pedestrians cross at the Zebra crossing. We have proposed to make the existing zebra crossing a raised crossing as shown in Appendix 1.

The proposed traffic orders were advertised on 15th October 2020 to the 5th November 2020. The only objection we have received is from a resident who hasn't supplied their address but has made comments in reference to this.

County Councillor Helen Adkins who is in support of this crossing commented that many residents had come to her over the years concerned about pedestrian safety when crossing at the zebra crossing especially parents of children who use this crossing to get to the local school, the main concern was that that motorists were travelling too fast. She feels that this scheme will help to protect vulnerable pedestrians, cyclists and road users when crossing at the raised zebra crossing.

Residents Objection – Resident No address

I am writing to object at the proposed speed humps at the zebra crossing on the Willes rd. Leamington spa. the reason I'm objecting is because this is a main through road from various villages etc that surround Leamington, thus speed humps will cause vehicles to have to slow down from the legal 30mph to cross the crossing only to have to increase back to 30mph after. this in turn would contribute to adding more pollution into the air, I've lived in Leamington all my life & seen many changes, but this district seems to have an obsession with causing vehicles to slow down only to have to speed up again by installing speed humps, road chicanes & or

narrowing lanes...only to make statements later, as to the sudden rise in pollution levels.

I can't really see how this proposed scheme will make the crossing any safer, as there is an crossing point only 20 yards away from the zebra crossing, so 2 crossing points within 20 yards ...and still see people crossing that road in unsuitable places. maybe something on the lines of awareness might be a better option as they used too (e.g. something painted on the road to inform drivers of the oncoming crossing.

Officers Response: Willes Road is a local distributor road from Leamington Town Centre out towards the Radford Road to Radford Semele and beyond. The Zebra crossing on Willes Road is located approximately 12 metres southwest of Leam Terrace, it is the desire line for local parents with children to cross the road to get backwards and forwards to the local schools south of the Radford Road. Willes Road which is approximately 11 metres wide with a separate right turn lane, forms a crossroad junction with Leam Terrace which is 12 metres wide. There is a pedestrian refuge north west of the junction for pedestrians to cross, and the zebra crossing on the south side. The accident analysis for this junction including the zebra crossing reveals 5 injury accidents of which one of these accidents occurred at the zebra crossing. This involved an elderly pedestrian attempting to cross Willes Road at the zebra crossing when a vehicle on the main road failed to stop at the crossing and an accident occurred.

Average vehicle speeds along Willes Road which is a 30mph speed limit are on average 29.10 miles in free flow conditions, on either approach, there are a small number of vehicles who exceed that speed. Vehicle speeds on Willes Road are not excessive due to vehicles manoeuvring in the centre of the junction and the two crossings either side of the junction on Willes Road. The design of the raised zebra crossing will allow parents with children and people with disabled wheel chairs to cross at surface level, vehicles approaching the zebra crossing will have a user friendly ramp on the approaches as we have extended it to 1.35 metres, so that Buses can straddle the crossing and there is no discomfort for pedestrians. Vehicles will be able to travel at the same speed along Willes Road without having to slow down when attempting to use the raised zebra crossing. Whilst there is no data to provide specific base levels before and after the proposals, it is anticipated that any increase in emissions would be negligible due to the bus friendly raised table design which will allow buses and heavier vehicles to ride the raised table in a smoother manner due to the lower incline. Willes Road, a 30mph Speed limit road, carries various modes of transport including, Buses and Heavy Goods Vehicles. These vehicles will be able maintain vehicle speeds on approaching the new raised zebra crossing as all other traffic will do. The scheme will have improved signing and lining to make drivers more aware as they approach the crossing facility. Pedestrians will also be able to cross the road more safely as the raised crossing will be at level with the existing pavement, and so their presence in the sight line of drivers will be increased.

Financial Implications

The scheme will be fully funded from the Member`s delegated budget funding for 2020/2021.

Environmental Implications

The environmental impacts of delegated Budget highway schemes are considered as part of the process.

The contractors on the Council's Framework Contract for the Provision of Engineering and Construction Works (WCC 6012) have all demonstrated that they hold a certificate of compliance with BS EN ISO 140001 (or equivalent) or have otherwise satisfactorily demonstrated their policies and arrangements for the management of construction-related environmental issues.

Report Author	Graham Stanley grahamstanley@warwickshire.gov.uk
Assistant Director	Scott Tompkins scotttompkins@warwickshire.gov.uk
Lead Director	Strategic Director for Communities markyder@warwickshire.gov.uk

Lead Member	Portfolio Holder for Transport & Planning
Urgent matter?	No
Confidential or exempt?	No
Is the decision contrary to the budget and policy framework?	No

Lists of reports considered
Not Applicable

List of background papers
Residents Letter redacted, Appendix 1 Proposed raised zebra crossing plan, Statement of Reasons & Notice.

Members and officers consulted and informed
<p>Portfolio Holder – Councillor Redford</p> <p>Corporate Board</p> <p>Legal – Ian Marriott</p> <p>Finance – Andrew Felton</p> <p>Equality –</p> <p>Democratic Services – Isabelle Moorhouse/Helen Barnsley</p> <p>Councillors – Local Member(s): Cllr Adkins (Willes)</p>

This page is intentionally left blank

WARWICKSHIRE COUNTY COUNCIL

HIGHWAYS ACT 1980, SECTION 90A

WILLES ROAD AT LEAM TERRACE, LEAMINGTON SPA.
PROPOSED ROAD HUMPS

Warwickshire County Council proposes to introduce new sets of road humps pursuant to the Section 90A of the Highways Act 1980 upon those lengths of road as described in the below.

A copy of this notice, a plan showing the length of road affected together with a statement of the Council's reasons for proposing these alterations, may be inspected on the Warwickshire County Council website <https://www.warwickshire.gov.uk/news/20210/warwick-district>

Any queries relating to these proposals may be made to Mike McDonnell, Communities Group, Warwickshire County Council (telephone number: 01926 412536).

Any enquiries relating to these proposals may be made to Mike McDonnell, Communities Group, Warwickshire County Council (telephone number: 01926 412536). Any objections to the proposals, which must be in writing and specify the grounds on which they are made, should be addressed to Mike McDonnell, Communities Group, PO Box 43, Shire Hall, Warwick, CV34 4SX. (Objections, and the name of the objector, will normally be treated as public information and may be published.) Objections must be sent so as to be received by 5 November 2020.

SCHEDULE 1
(Location of speed humps)

Willes Road at Leam Terrace.

Proposed installation of two road humps at the zebra crossing on Willes Road measuring approximately 75mm high, 4.2m wide x 5.5m long.

S Duxbury
Assistant Director Governance and Policy
Shire Hall, Warwick
15 October 2020

This page is intentionally left blank

HIGHWAYS ACT 1980, SECTION 90A and 90G

WILLES RD at LEAM TERRACE, LEAMINGTON SPA.

PROPOSED TRAFFIC CALMING.

1. STATEMENT OF REASONS

A request has been received by Warwickshire County Council from one of its elected representatives proposing to make improvements to an existing Zebra Crossing.

These improvements have been requested by residents through their local County Councillor and the Highways Section have agreed this request is reasonable.

The Raised Hump is to be added to the existing Zebra Crossing on Willes Rd at its junction with Leam Terrace. Its intention is to slow down the through traffic along Willes Road. The Raised Hump to the location is listed in Item 3. below.

The overall traffic calming effect is to increase safety for local residents and pedestrians and reduce the number of casualties in the immediate locale, currently standing at five over the last five years.

2. SCHEDULE

2.1. EXISTING ORDER(S) TO BE VARIED/REVOKED

None

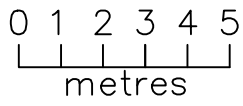
3. PROPOSED ROAD HUMPS

3.1 Max 75mm high, 4.2m wide x 5.5m long. (2No required)

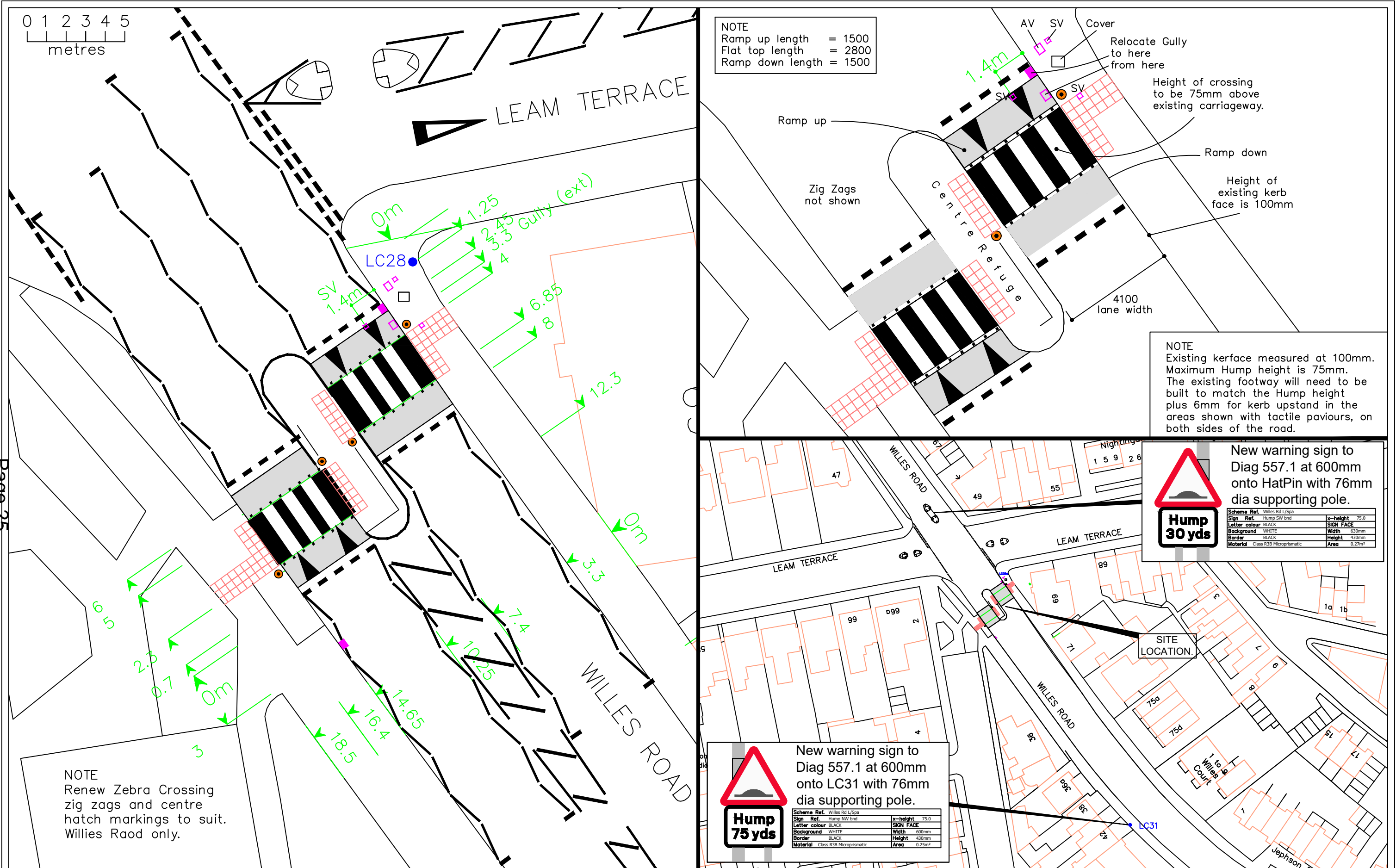
- (i) Willes Road – a total of two Humps required approximately 4m SE of its junction with Leam Terrace.

This schedule should be read in conjunction with Plan No. TR11086 / 01

This page is intentionally left blank



NOTE
 Ramp up length = 1500
 Flat top length = 2800
 Ramp down length = 1500



NOTE
 Existing kerface measured at 100mm.
 Maximum Hump height is 75mm.
 The existing footway will need to be built to match the Hump height plus 6mm for kerb upstand in the areas shown with tactile pavours, on both sides of the road.

New warning sign to Diag 557.1 at 600mm onto HatPin with 76mm dia supporting pole.

Scheme Ref.	Willes Rd L/Spa	x-height	75.0
Sign Ref.	Hump SW bnd	SIGN FACE	
Letter colour	BLACK	Width	630mm
Background	WHITE	Height	430mm
Border	BLACK	Area	0.27m ²
Material	Class R38 Microprismatic		

New warning sign to Diag 557.1 at 600mm onto LC31 with 76mm dia supporting pole.

Scheme Ref.	Willes Rd L/Spa	x-height	75.0
Sign Ref.	Hump NW bnd	SIGN FACE	
Letter colour	BLACK	Width	600mm
Background	WHITE	Height	430mm
Border	BLACK	Area	0.25m ²
Material	Class R38 Microprismatic		

NOTE
 Renew Zebra Crossing zig zags and centre hatch markings to suit. Willes Road only.

Warwickshire County Council
 TRANSPORT AND ECONOMY
 www.warwickshire.gov.uk
 mailto:communities@warwickshire.gov.uk

Traffic & Road Safety
 Communities, Shire Hall Post Room
 Warwick, CV34 4SP
 Tel : 01926 410410

NOTES

Based on Ordnance Survey mapping with the permission of the Controller of HMSO © Crown Copyright and database right 2011. Ordnance Survey 100019520. All rights reserved. Unauthorised reproduction infringes copyright and may lead to prosecution or civil proceedings. Warwickshire County Council.
 H:\Traffic\AA_PROJECT SUPPORT\Leamington\Willes Rd at Leam Terr Raised Hump Zebra x-ing\5 Drawings\TR11086 Raised Hump x-ing LSpa.dwg

REV	DATE	BY	CHK	AMENDMENT
-	--/--	-	-	-
-	--/--	-	-	-
-	--/--	-	-	-
-	--/--	-	-	-
-	--/--	-	-	-

Drawing title	TR11086 Willes Rd at Leam Terrace Raised Humps to existing Zebra Leamington Spa	Drawn by	MMcD	Checked by	G.S.
Project title	Proposed raised Humps to Crossing	Date	10.03.20	Scale	N.T.S.
		Drawing number	TR11086 01		

This page is intentionally left blank

Dear Mr mike mcdonnell

i am writing to object at the proposed speed humps at the zebra crossing on the willes rd leamington spa.

the reason im objecting is because this is a main through road from various villages etc that surround leamington , thus speed humps will cause vehiculars to have to slow down from the legal 30mph to cross the crossing only to have to increase back to 30mph after.

this inturn would contribute to adding more polution into the air ,i,ve lived in leamington all my life & seen many changes, but this district seems to have an obsession with causing vehicles to slow down only to have to speed up again by installing speed humps, road chicanes & or narrowing lanes... only to make statements later, as to the sudden rise in pollution levels.

i cant really see how this proposed scheme will make the crossing any safer , as there is an crossing point only 20 yards away from the zebra crossing , so 2 crossing points within 20 yards...and i still see people crossing that road in unsuitable places. maybe something on the lines of awairness might be a better option as they used too (eg something painted on the road to inform drivers of the oncoming crossing)

thank you

This page is intentionally left blank