

Portfolio Holder Decisions/ Leader Decisions

Date: Friday 8 December 2023
Time: 12.00 pm
Venue: Virtual

Membership

Councillor Isobel Seccombe OBE
Councillor Margaret Bell
Councillor Peter Butlin
Councillor Andy Crump
Councillor Yousef Dahmash
Councillor Kam Kaur
Councillor Sue Markham
Councillor Jan Matecki
Councillor Heather Timms
Councillor Martin Watson

Items on the agenda: -

- 1. Delegated Authority for Making Traffic Regulation Orders** 3 - 8
- 2. Capital Funding from External Sources towards Improving Bus Infrastructure** 9 - 16
- 3. Consultation on the expansion of Lighthorne Heath Primary School** 17 - 20
- 4. The Warwickshire County Council (Warwick Road & Hill Wootton Road, Leek Wootton/Hill Wootton / Kenilworth)(30/40 & 50MPH Speed Limits) (Variation No 1) Order 2023I** 21 - 52

Monica Fogarty
Chief Executive
Warwickshire County Council
Shire Hall, Warwick

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- 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 relevant to the agenda 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>

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Leader Decision Delegated Authority for Making Traffic Regulation Orders

| | |
|-------------------------|------------------------------|
| Portfolio Holder | Leader of the Council |
| Date of decision | 8 December 2023 |
| | Signed |

1. Decision taken

1.1 Delegated Authority – Objection Handling and Making of Traffic Regulation Orders

- a. Amend the definition of “minor traffic order” in the Constitution where it appears in Part 2(10), Appendix A, 10.4 Executive Director for Communities, in the table headed “Rights of Way, Traffic Regulation, Planning and Environment” at item 18 to read as below - amendments to existing shown highlighted:

| Powers and Duties | Statutory Reference | Type of Function |
|---|--|------------------|
| <p>A “Minor Traffic Order” is one falling into the following categories</p> <ul style="list-style-type: none"> i. No waiting at any time restrictions at junctions including waiting restrictions required for the safe and efficient operation of traffic signals. ii. Introduction or removal of waiting restrictions on one or both sides of a length of road extending no greater than 50 metres on a principal road or 100 metres on a non-principal road, when measured along the centre line of the road. iii. Introduction or removal of on-street parking places, on one or both sides of a length of road extending no greater than 50 metres on a principal road or 100 metres on a non-principal road, when measured along the centre line of the road. iv. Amendments to hours of operation of existing on-street parking places. v. Extension of an existing speed limit on a length of road | <p>Parts I and II Road Traffic Regulation Act 1984</p> | <p>Executive</p> |

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| <p>extending no greater than 50 metres on a principal road or 100 metres on a non-principal road, when measured along the centre line of the road.</p> <ul style="list-style-type: none"> vi. Extension of an existing speed limit to encompass any new accesses to new development. vii. Waiting restrictions, moving traffic orders, speed limits as recommended by a Road Safety Audit. viii. Waiting restrictions, eligibility for residents parking permits , moving traffic orders, speed limits as an integral component of wider schemes. ix. Structural weight limits as required by load capacity assessments. x. Individual bays for Disabled Badge Holders Only within residential streets which already have on-street parking places. xi. Any other traffic order designated by the Director of Environment, Planning and Transport as such following consultation with the Executive Director for Communities, the relevant Portfolio Holder and the Chair of the relevant Overview & Scrutiny Committee. <p>The maximum lengths of roads which come within the definition of “Minor Traffic Order” apply to each separate proposal and not the total length of road covered by an order which may contain a number of proposals.</p> <p>The above definition of a “Minor Traffic Order” will apply to new orders and to amendments to existing orders.</p> | | |
|--|--|--|

- b. Amend the Constitution at Part 2(10), Appendix A, 10.4 Executive Director for Communities, in the table headed “Rights of Way Traffic Regulation, Planning and Environment”, at item 5 to the following:

“5.1 To make temporary traffic regulation orders and experimental traffic regulation orders;

5.2 To propose the making of Minor Traffic Orders (as defined in item 18 of this table below) and, subject to consideration of all objections duly made under the relevant Regulations and not withdrawn (if any), to make the Minor Traffic Orders;

5.3 To propose the making of orders (other than temporary orders and Minor Traffic Orders) relating to road traffic, parking places and speed limits and, in the event of no more than two objections being received (and not withdrawn)

under the relevant Regulations, to make the orders.

- c. Amend the Constitution at Part 2(4) [Delegated Authority for Portfolio Holders] for the Portfolio Holder for Transport and Planning, replace the following text:

“In cases where objections have been received (and not withdrawn) and in consultation with local member(s) the power to determine road traffic management and accident prevention schemes and road traffic regulations.”

With:

"The power to determine proposed road traffic orders (other than temporary orders), parking orders, speed limit orders, road traffic management and accident prevention schemes, in consultation with the local member(s), where:-

- (i) three or more objections have been received under the relevant Regulations (and not withdrawn) to proposed orders which are not “Minor Traffic Orders” as defined in Appendix A to Part 2(10) of this Constitution; or
- (ii) referred by the Executive Director for Communities in any other circumstances.”

1.2 The net result of this would be:

- (a) To broaden the definition of “Minor Traffic Order”;
- (b) To delegate authority to consider and make decisions on objections to the Executive Director for Communities and appointed nominees for all Minor Traffic Orders and in respect of any other types of proposed traffic regulation, parking or speed limit orders attracting no more than two objections; and
- (c) To remove the necessity for the Portfolio Holder to consider all objections received during statutory consultation in the circumstances outlined in (b), with the option available for any scheme to be referred to the Portfolio Holder if deemed necessary.

2. Reasons for decisions

- 2.1 The Road Traffic Regulation Act 1984 sets out in legislation the authority for Warwickshire County Council, as traffic authority, to propose and make orders, and the Regulations made thereunder set out the type and scope of consultation, and obliges Warwickshire County Council to give due consideration to any valid objections received.
- 2.2 How objections are considered is not specified in legislation. Currently all proposed orders (other than temporary orders) which receive objections via the

statutory consultation are considered by the Portfolio Holder for Transport & Planning through the ModernGov reporting process, which introduces a minimum of 6 weeks (typically 2-3 months) between the end of the consultation period and a decision to approve, modify, or reject the scheme.

- 2.3 For proposed orders meeting the defined criteria of 'Minor Traffic Orders' as defined in the Council's Constitution (see the table above) delegating the authority to make decisions on all objections received to the Executive Director for Communities and appointed nominees (specifically the Director for Environment, Planning and Transport) would allow decisions to be made on an on-demand basis, removing the need for time delays and officer time associated with the full reporting process, making the order making process more time and resource efficient, and reducing the risk of reputational harm associated with time delays in delivery of essential projects.
- 2.4 For proposed orders not meeting the defined criteria for 'Minor Traffic Orders', the substantial delays in process are still apparent in cases with low levels of public engagement. On multiple occasions schemes have been paused while a single objection is considered. Delegating the authority to make decisions on schemes which have attracted up to two objections would also gain the efficiency savings outlined in 2.3 above.
- 2.5 To replace the Portfolio Holder reporting process for schemes meeting the criteria outlined in 2.3 and 2.4 as above, the advertised documentation and the objections would be presented to the Executive Director for Communities or appointed nominees alongside a form detailing the Officers' response to the objections and recommendations for consideration.
- 2.6 This standardised form, including Director sign-off (where obtained), will be published online (alongside the making of the order in the case of scheme approval), and will be sent to the objector(s), continuing to give an open and transparent line of communication with objectors & documenting the objection handling process.
- 2.7 The current definitions of "Minor Traffic Order" do not fully reflect the scope of work processed by Warwickshire County Council. Expanding the current definitions to include the requirements of wider schemes with prior approval (e.g. specified by Road Safety Audit as an essential safety aspect of a project, specified by the planning process, or as a component to large-scale engineering works via Section 278 agreements) and other schemes such as individual disabled bays would also benefit from the reduced time and resource requirements from a more efficient objection handling process.
- 2.8 Proposed orders which do not fall within the definition of "Minor Traffic Order" attracting up to two objections, and proposed "Minor Traffic Orders" attracting any number of objections, will be considered in the first instance by the Executive Director for Communities and appointed nominees, with the option for them to refer the decision to the Portfolio Holder through ModernGov where considered necessary or appropriate to do so at their discretion.

3. Background information

- 3.1 The typical timescale from the close of a formal consultation to a decision is approximately two months, incorporating the writing of the objection report and the review, approvals and publication process via ModernGov.
- 3.2 Another reason for expediting the objection handling process can be seen in the process for making changes to parking restrictions. Requests for changes to parking arrangements (under Civil Parking Enforcement), generally from individual members of the public, residents' groups, businesses and Councillors, run to the hundreds per year – processing these individually would result in excessive time and resources spent on administration, practical issues with enforcement of parking restrictions and defending challenges at Transport Penalty Tribunals, and excessive costs in terms of Legal Services time and newspaper advertising. For these reasons, variations to parking are collated and advertised in groups of typically 10 to 15 schemes (including disabled bays) arranged by District / Borough, with the majority of these falling into the defined category of 'Minor' TROs. Since any objection received is an objection to the Traffic Regulation Order as a whole, the Order for all 10-15 schemes cannot be made and implemented until objections have been considered, even if only one or two of the individual schemes have attracted opposition.
- 3.3 Having objections to 'Minor' TROs heard on an on-demand basis would therefore allow the schemes categorised as 'Minor' to be grouped together, meaning that time delays associated with objections would be minimised; schemes with no objection would not be held up by the administrative process of other schemes contained within the same Variation Order.

4. Financial implications

- 4.1 All Traffic Regulation Orders are individually funded as part of:
- (a) Developer funded (Section 106 or direct charge)
 - (b) Local Members' Delegated Budgets
 - (c) Civil Parking Enforcement revenue budgets
 - (d) Capital budgets for engineering schemes (Section 278 or direct charge)
 - (e) External funding from other sources (e.g. Parish Councils)
- 4.2 There are no implications for the sources of funding, but an improved and efficient objection handling process would result in reduced staff time & resources allocated to each project.

5. Environmental implications

- 5.1 There are no environmental implications associated with changes to the Delegated Authority for objection handling in the processing of Traffic Regulation Orders.

Report Author

Phil Mitton, Paul Taylor

| | |
|---------------------------|--|
| | philmitton@warwickshire.gov.uk, paultaylor@warwickshire.gov.uk, |
| Director | Director for Environment, Planning and Transport |
| Executive Director | Executive Director for Communities |
| Portfolio Holder | Leader of the Council |

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

List of background papers

Example Portfolio Holder reports, including timescales from the end of the consultation process to a finalised decision, are available upon request.

Members and officers consulted and informed

Portfolio Holder for Transport & Planning – Councillor Jan Matecki

Corporate Board – 22/11/2023

Procurement – John Hopper

Legal – Caroline Gutteridge, Serena Cammish

Finance – Andrew Felton

Equality – Delroy Madden

Democratic Services –

Councillors – Leaders of the Party Groups

Portfolio Holder Decision Capital Funding from External Sources towards Improving Bus Infrastructure

| | |
|-------------------------|---|
| Portfolio Holder | Deputy Leader (Finance and Property) |
| Date of decision | 8 December 2023 |
| | Signed |

1. Decision taken

- 1.1 That the Deputy Leader (Finance and Property) gives approval to the addition of one Developer-funded Highway scheme to the capital programme in respect to bus stop enhancement works on Spinney Hill opposite Montague Road in Warwick, at an approximate cost of £32.5k.
- 1.2 That the Deputy Leader (Finance and Property) gives approval for County Council officers to submit a Warwickshire bid to Round 2 of the Zero Emission Bus Regional Areas (ZEBRA) fund managed by the Department for Transport (DfT), which aims to secure an external funding contribution towards the cost of providing all-electric specification buses and supporting infrastructure on designated bus routes in Warwickshire in partnership with Stagecoach Midlands.

2. Reasons for decisions

Addition of One Developer-Funded Scheme to the Capital Programme:

- 2.1 Pursuant to the constitution the Portfolio Holder for Finance and Property has delegated power 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.
- 2.2 The scheme referred to in this report is within the delegation to the Portfolio Holder for Finance and Property. The scheme is fully funded by way of a Section 106 developer contribution discharged to the County Council and is not dependent on any funding from County Council resources.

Warwickshire Bid to Round 2 of the ZEBRA Fund:

- 2.3 External funding towards improving bus infrastructure can be obtained from several sources including Government Departments and public sector bodies through a bid competition process. Approval is required from a relevant Portfolio Holder for County Council officers to submit a bid application for external funding.

3. Background information

Addition of One Developer-Funded Scheme to the Capital Programme:

- 3.1 A planning application was submitted to Warwick District Council relating to Warwickshire County Council's County Store Depot and Former Ridgeway School on Montague Road in Warwick. Planning permission was granted on 17 March 2021 (Planning Ref No. W/20/0760) and this required the Developer to implement bus stop enhancement works to include minor pavement alteration works and the installation and maintenance of a bus shelter. The bus stop to be subject to the enhancement is sited on Spinney Hill opposite Montague Road, which is the nearest to the site.
- 3.2 County Council officers will liaise with the relevant County Councillor prior to commencing the design stage for the Section 106 developer-funded bus stop enhancement works, including receiving a steer on any necessary engagement to be undertaken, e.g., informing residents in properties adjacent to the bus stop in advance of construction.

Warwickshire Bid to Round 2 of the ZEBRA Fund:

- 3.3 In March 2021, the Government published 'Bus Back Better' its national bus strategy for England (except London), which set out a transformational vision for the future of buses across the country, including transition towards a fully zero emission bus fleet and reaffirming the Government's commitment to support 4,000 zero emission buses. Since then, an estimated 4,200 zero emission buses have been funded across the UK including approximately 1,300 from the Round 1 ZEBRA scheme launched in 2021.
- 3.4 The Warwickshire Bus Service Improvement Plan aims to meet the bus patronage growth and increased bus modal share aspirations set in the National Bus Strategy, including transforming the bus fleet in Warwickshire. The DfT launched Round 2 of the ZEBRA fund in September 2023, which will provide £129million to support the introduction of zero emission buses in 2023-24 and 2024-25. This is a single-stage funding competition to award monies over both financial years. The DfT are seeking to help Local Transport Authorities (LTAs) and bus operators that have little to no experience with zero emission buses benefit from the funding, and therefore, LTAs that did not receive Round 1 ZEBRA funding will be prioritised.
- 3.5 In line with the principles set out in the National Bus Strategy, to be eligible for funding from Round 2 ZEBRA funding, LTAs must have made an Enhanced Partnership (EP) with bus operators. Accordingly, County Council officers engaged with the Warwickshire EP for expressions of the interest regarding working with the County Council in developing a Round 2 ZEBRA bid application. Subsequently, Stagecoach Midlands were the only bus operator to pursue the matter and following discussions with County Council officers, it was provisionally agreed that the proposed Warwickshire bid application focus on seeking a funding contribution towards securing provision of all-electric specification buses on the bus services outlined in Table 1 of this report below:

| Table 1: Provisional List of Bus Services to Feature in the Proposed Round 2 – ZEBRA Bid (Warwickshire) | | |
|---|--|---|
| Service | Route Description | Basis of Operation |
| Warwickshire County Council Element: | | |
| Stratford Park and Ride | Bishopton Park and Ride - Stratford-upon-Avon Railway Station - Stratford-upon-Avon Town Centre | Subsidised under Contract to the County Council |
| Forthcoming Leamington and Warwick Park and Ride | The Former Asps Site – Warwick Town Centre The Former Asps Site – Leamington Town Centre - The Former Asps Site - Lighthorne Heath - Wellesbourne - Stratford-upon-Avon | To be Subsidised under Contract to the County Council from 2025-26 |
| Stagecoach Midlands Element: | | |
| 4 | Brownsover - Elliotts Field Retail Park - Rugby Rail Station - Rugby Town Centre - Bilton - Admirals Estate - Cawston Grange | Commercial (Mon – Sat) |
| 5/5A | Nuneaton Town Centre - Chapel End - Camp Hill - Nuneaton Town Centre | |
| 9 | Nuneaton Town Centre – Stockingford – Nuneaton Town Centre | Sunday and Bank Holiday Service Subsidised under Contract to the County Council |
| 10 | Nuneaton Town Centre – Stockingford – Grove Farm | |
| 48A | Nuneaton - Hartshill - Mancetter - Atherstone (extending to Grendon - Dordon - Polesworth - Tamworth on Sundays and Bank Holidays only) | |

- 3.5 County Council officers put forward the Park and Ride schemes for inclusion in the proposed Round 2 ZEBRA fund bid as they deliver a prominent level of modal shift from private car onto public transport, which contributes towards reducing congestion and pollution in town centres.
- 3.6 Stagecoach Midlands are minded that proposed all-electric bus provision and supporting infrastructure on their designated commercial services would build on the Coventry All-Electric Bus City Scheme, e.g., ensure that part of the North Warwickshire Borough area is served by all-electric buses via Service 48A, in acknowledgement that the original Service 48 route (Coventry – Bedworth - Nuneaton – Hartshill – Mancetter - Atherstone) now terminates in Nuneaton. Consequently, passengers travelling from North Warwickshire now need to change buses in Nuneaton for onward journeys to Coventry and vice-versa.
- 3.7 A key requirement stipulated by the DfT is that bids for a financial contribution towards the provision of all-electric buses demonstrate value for money (VfM), as measured through use of the DfT's Greener Bus Tool, which is a Microsoft Excel spreadsheet-based appraisal toolkit to inform the value for money assessment of zero emission bus. All-electric bus provision proposals assessed to be poor VfM will not receive funding.

- 3.8 Round 2 ZEBRA funding bids must demonstrate capital match funding for both the electric buses and the charging infrastructure. The deadline for the submission of bid applications to the DfT is 1600 on Friday 15 December 2023.
- 3.9 The Cabinet Portfolio Holder for Transport and Planning is supportive of the proposed ZEBRA bid application.

4. Financial implications

Addition of One Developer-Funded Scheme to the Capital Programme:

- 4.1 Implementation of the bus stop enhancement works will be fully funded by the Section 106 developer contribution discharged to the County Council, which has been received. The addition of the scheme to the Capital Programme will not affect the overall capital resources available to the County Council.

Warwickshire Bid to Round 2 of the ZEBRA Fund:

- 4.2 ZEBRA is based on capital funding only and bids must contain an element of match funding outlined in Table 2 of this report below:

| Component | DfT Contribution | Match Funding |
|---------------------------|---|---|
| Vehicles | Up to 75% of the Cost Difference between a Zero-Emission (All-Electric) Bus and a Standard Conventional Diesel-Engine Equivalent of the same Total Passenger Capacity | Projected to be a Minimum 80% of the Total Procurement Cost for the Fleet of Zero-Emission (All-Electric) Buses Subject of the Bid: 100% of replacement diesel vehicle + 25% of the difference for the same Zero Emission Bus Equivalent |
| Supporting Infrastructure | 75% of the Capital Expenditure Incurred through Purchase and Installation, e.g., Charging Units, Electricity Grid Connection and Civil Engineering Works | 25% of the total Supporting Infrastructure Costs Classified as Capital |
| Contingency Costs | 50% of Total Contingency Costs (Capital) for Vehicles and Supporting Infrastructure | 50% of Total Contingency Costs (Capital) for Vehicles and Supporting Infrastructure |
| Revenue Costs | N/A | 100% of any Costs associated with the Procurement of Vehicles and Supporting |

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| | | Infrastructure, which are Classified as Revenue, e.g., Bus Subsidy and Site Management Costs (Park and Ride) and Marketing. |
| <i>Financial Matters relating to the Warwickshire County Council Element of the Proposed Round 2 ZEBRA Fund Bid:</i> | | |
| 4.3 | In acknowledgement of the current budget pressures faced by the County Council, officers have made it clear to potential bid partners that the County Council will not be able to provide a capital and revenue match funding contribution over and above existing budgets, i.e., secured Section 106 developer-funding towards provision of a bus service serving the forthcoming Leamington and Warwick Park and Ride site and the existing Bus Services Revenue Support budget. County Council officers accept that this may not be viewed favourably by potential bid partners. | |
| 4.4 | It is understood that construction of the Warwick and Leamington Park and Ride site by a Developer will not be completed until 2025-26. Our potential bid submission to the Round 2 ZEBRA fund would inform the DfT of this timescale and request approval for spend of monies for the Park and Ride service to be delayed until 2025-26 accompanied by written evidence that bus operators intend to submit tenders to run the service. | |
| 4.5 | County Council officers are in discussions with counterparts at Warwick District Council who have provided a strong indication that their organisation would be interested in supporting the County Council in submitting a Round 2 ZEBRA fund bid with focus on the Warwick and Leamington Park and Ride component, including providing a match funding contribution through available Section 106 developer-funding for measures aimed at improving air quality. | |
| 4.6 | In consideration of traffic congestion on A3400 Birmingham Road and on roads entering Stratford-on-Avon from the south in addition to the former developer-funded Park and Ride operation to the south of the town ceasing operation, the Leader of Stratford-on-Avon District Council has contacted WCC officers to request for the fleet of diesel-engine buses operating the Stratford Park Ride be upgraded to all-electric, including extending the route to provide crosstown journeys, and thus, also carrying people into the town centre from the south of the town. | |
| 4.7 | County Council officers will approach Stratford-on-Avon District Council officers for a discussion on whether their organisation would consider providing a match funding contribution in respect to all-electric bus provision on the Stratford Park and Ride, including extending the route to the southern part of the town. | |
| 4.8 | It is proposed that the potential ZEBRA investment towards the two Park and Ride schemes operated under contract to the County Council form the basis of Warwickshire Park and Ride Quality Bus Initiative (QBI) Scheme, i.e., improving the quality of vehicles operating a tendered bus service with the aim of generating a sufficient level of additional patronage and revenue for it to become viable for the | |

services to be operated on a commercial basis in future years, and thus, reduce a financial pressure borne on the County Council.

Financial Matters relating to the Stagecoach Midlands Element of the Proposed Round 2 ZEBRA Fund Bid:

- 4.9 In most cases, the DfT expect bus operators to cover the full remaining cost of the project not covered by the ZEBRA 2 funding, if they will own the assets, considering the lower running costs that can be associated with zero emission buses compared to diesel engine buses.
- 4.10 For the proposed Warwickshire project, a substantial proportion of the match funding contribution would need to be provided by the bus operator to cover the cost of enhancing a further proportion of their fleet to all-electric, over and above the number being provided for use on their cross-boundary commercial services through the Coventry All Electric Bus City Scheme in 2024-25. The potential match funding contributions from Local Authorities will only be directed at the two subsidised Park and Ride services operated under contract to the County Council.
- 4.11 Stagecoach Midlands held discussions with Stagecoach Group regarding the extent of a potential Warwickshire bid to the Round 2 ZEBRA fund including procurement options such as outright vehicle purchase or a leasing arrangement. From a corporate perspective, a potential Warwickshire bid will be considered in the context of competing ZEBRA-based requests from other Stagecoach bus subsidiaries across England.
- 4.12 Stagecoach Midlands have confirmed that they have been given approval to proceed with the bid.

5. Environmental implications

Addition of One Developer-Funded Scheme to the Capital Programme:

- 5.1 The National Planning Policy Framework promotes connectivity and integration between new development and sustainable transport. The Section 106 developer contribution will fund improvements to the waiting environment at a key bus stop in Warwick. This will enhance the attractiveness of travelling by public transport for residents and contribute towards reducing the number of car trips on the local highway network, which will help improve the environment in accordance with the aspirations set out in the Warwickshire Bus Service Improvement Plan.

Warwickshire Bid to Round 2 of the ZEBRA Fund:

- 5.2 Buses have a fundamental role to play in helping the UK meeting its decarbonisation goals. In alignment with the Government consulting with the bus industry on setting an end date for the sale of non-zero emission buses, launch of the Round 2 ZEBRA fund will ensure that LTAs and bus operators take the first step towards decarbonising buses which would support the Government's long-term goal to decarbonise the entire bus fleet.

- 5.3 The potential provision of further all-electric buses in Warwickshire would add value to the work of the County Council in terms of helping to achieve elements of the seven areas of focus in the Warwickshire County Council Council Plan 2022-27, e.g., deliver improved transport options, tackle climate change and deliver on our commitment to Net Zero upon Full Council declaring a climate change emergency in July 2021, which would have a positive impact on the lives of residents and people visiting Warwickshire.
- 5.4 Investing in bus infrastructure such as cleaner zero emission buses generate wider societal benefits such as improving the environment (by reducing pollution and carbon emissions) and promoting a sustainable alternative to car dependence, hence, contribute towards reducing congestion on the local highway network in line with the aspirations in the County Council's Sustainable Futures Strategy.

| | |
|---------------------------|---|
| Report Author | Nigel Whyte nigelwhyte@warwickshire.gov.uk |
| Director | David Ayton-Hill Director of Economy & Place |
| Executive Director | Mark Ryder Executive Director for Communities |
| Portfolio Holder | Cllr Jan Matecki Portfolio Holder for Transport and Planning |

| | |
|--|----------------------|
| Urgent matter? | Yes or No |
| Confidential or exempt? | Yes or No |
| Is the decision contrary to the budget and policy framework? | Yes or No |
| List of background papers | |
| NONE | |
| Members and officers consulted and informed | |
| Portfolio Holder – Councillor Peter Butlin Councillor Jan Matecki Councillor Heather Timms Corporate Board – Mark Ryder and Rob Powell Legal – Sarah Duxbury and Nichola Vine Finance – Andrew Felton, Virginia Rennie and Caroline Jones Equality – Delroy Madden Democratic Services – Paul Williams and Deborah Moseley Councillors – | |

Local Member(s):

Addition of One Developer-Funded Scheme to the Capital Programme:

Cllr Jackie D'Arcy (Warwick North)

Warwickshire Bid to Round 2 of the ZEBRA Fund:

Cllr Peter Butlin (Admirals & Cawston)
Cllr Mejar Singh (Atherstone)
Cllr Andrew Wright (Baddesley & Dordon)
Cllr Sarah Feeney (Benn)
Cllr Kam Kaur (Bilton & Hillside)
Cllr Jill Simpson-Vince (Brownsover & Coton Park)
Cllr Jan Matecki (Budbrooke & Bishop's Tachbrook)
Cllr Brett Beetham (Camp Hill)
Cllr Christopher Kettle (Feldon)
Cllr Mandy Tromans (Galley Common)
Cllr Margaret Bell (Hartshill & Mancetter)
Cllr Chris Mills (Kineton & Red Horse)
Cllr Jonathan Chilvers (Leamington Brunswick)
Cllr Sarah Millar (Leamington Clarendon)
Cllr Bill Gifford (Leamington Milverton)
Cllr Barbara Brown (New Bilton & Overslade)
Cllr Caroline Phillips (Nuneaton Abbey)
Cllr Marian Humphreys (Polesworth)
Cllr Jack Kennaugh (Stockingford)
Cllr Tim Sinclair (Stratford North)
Cllr Kate Rolfe (Stratford South)
Cllr Jenny Fradgley (Stratford West)
Cllr Parminder Singh-Birdi (Warwick South)
Cllr John Holland (Warwick West)
Cllr Penny-Anne O'Donnell (Wellesbourne)

Portfolio Holder Decision Consultation on the expansion of Lighthorne Heath Primary School

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|-------------------------|---------------------------------------|
| Portfolio Holder | Portfolio Holder for Education |
| Date of decision | 8 December 2023 |
| | Signed |

1. Decision taken

- 1.1 That the Portfolio Holder for Education agrees to the commencement of a consultation in line with the statutory process required for an expansion of Lighthorne Heath Primary School to 420 places and the establishment of specialist resourced provision (SRP) to cater for pupils with special education needs and disabilities (SEND)

2. Reasons for decisions

- 2.1 3000 homes have been approved in Lighthorne Heath on the Upper Lighthorne development with construction and occupation of the houses underway.
- 2.2 It is anticipated the development will generate circa 3 forms of entry over the medium to long term build out of the development.
- 2.3 In year numbers and reception numbers have increased at Lighthorne Heath Primary School over the last two years with reception numbers anticipated to increase beyond the current PAN of 13 for September 2024 onwards.
- 2.4 Lighthorne Heath Primary School currently has a PAN of 13 which equates to 91 places across the school. It is proposed to increase permanently the capacity of the school to 420 pupils. The PAN of the school will increase to 30 from September 2025. A further increase in PAN will be reviewed in line with demand for places from the housing development.
- 2.5 The Local Authority are also proposing to establish a specialist resourced provision for up to 14 primary aged pupils. The introduction of this specialist resourced provision aims to increase the offer of local specialist provision in the area to reduce travel times and out of area placements.

- 2.6 In line with the statutory guidance issued by the Department for Education, 'Making Prescribed Alterations to Maintained Schools', any proposals to establish, remove or alter SEND provision (including specialist resourced provision) and any proposed enlargement of the capacity of the school premises requires the local authority to undertake a statutory process including a consultation period of at least four weeks. In order to commence a consultation the approval of the Portfolio Holder is required in line with the Council's constitution.

3. Background information

- 3.1 The Upper Lighthorne housing development has a 2.8 hectare site safeguarded for primary education.
- 3.2 Lighthorne Heath Primary School's existing site is located circa half a mile from the Upper Lighthorne new school site. The existing school site is not big enough to accommodate demand from the new housing development. To ensure sustainability of existing provision, it is proposed to relocate and expand the existing Lighthorne Heath Primary School (rather than open a new primary school). This proposal was given Cabinet endorsement in July 2018 with funding for design and development of the new school approved in December 2020.
- 3.3 It is proposed to build the school as two form entry (420 places) ensuring scope remains to expand the school to three forms of entry when required.
- 3.4 Lighthorne Heath Primary School currently has a nursery and the new school building would include accommodation for additional early years places.
- 3.5 It is proposed that the PAN for the school will be initially set at 30 for September 2025 and subsequently increased in line with demand from the development. The PAN for the school will be set through the Local Authority's consultation process for the determination of Admission Arrangements for Maintained Schools.
- 3.6 Admissions to the specialist resourced provision would follow a different process from that operating for the rest of the school. Admissions into the specialist resourced provision will be through the WCC process for specialist admissions.
- 3.7 If the proposal and funding is agreed by Cabinet and Council, it is proposed to complete the new school building for Autumn 2025.
- 3.8 In line with the timing of provision it is anticipated that, if approved, the consultation would need to take place over a four week period between February and March 2024. Parents at the school will be consulted using the school's established form of communication, other schools and stakeholders will be notified of the proposal and further information will be placed on the WCC consultation platform 'Ask Warwickshire'.
- 3.9 An Equality Impact Assessment will be undertaken in respect of final proposals following the consultation. The final recommendations will be taken through the appropriate Council governance and approval processes.

4. Financial implications

- 4.1 There are no financial implications arising directly from a decision to undertake this consultation.
- 4.2 However, if after the consultation there is a decision to go ahead with the expansion and specialist resourced provision there will be capital costs to the Local Authority to provide the new school building.
- 4.3 The capital project would be funded via relevant developer contributions received and Education Capital Funding as required.
- 4.4 Pupil places in the specialist resourced provisions are funded at a higher rate so that additional learning needs can be met. The level of funding will be broadly in line with how pupils are funded in the County's special schools. A service level agreement between WCC and the school will confirm the exact arrangements and expectations.

5. Environmental implications

- 5.1 The proposed new primary school will be designed with a strong commitment to sustainability to ensure high standards of environmental performance and occupant comfort. The project will be promoting a holistic approach that reduces carbon emissions, optimizes energy efficiency, and enhances the overall well-being of students and staff.
- 5.2 There is also the positive impact of the expansion of mainstream places and the increasing development of specialist resourced provision aiming to provide more 'local' education provision, reduce journey times for the learner, and limit the need to access places in neighbouring areas which increases the requirement for transport.

| | |
|---------------------------|---|
| Report Author | Emma Basden-Smith emmabasdensmith@warwickshire.gov.uk, |
| Director | Jonny Kyriacou, Director of Education |
| Executive Director | Nigel Minns. Executive Director for People |
| Portfolio Holder | Cllr Kam Kaur, Portfolio Holder for Education |

| | |
|---|----|
| 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 Kam Kaur

Corporate Board – Nigel Minns

Legal – Guy Darvill

Finance – Brian Smith

Equality – Delroy Madden

Democratic Services – Deborah Moseley

Councillors – Councillors Marian Humphreys, Jerry Roodhouse and Barbara Brown

Local Member(s): Cllr Christopher Kettle, Cllr Chris Mills

Portfolio Holder Decision

Objection to Warwick Road Traffic Calming and 30mph Speed Limit Extension 2023.

| | |
|-------------------------|--|
| Portfolio Holder | Portfolio Holder for Transport and Planning |
| Date of decision | 8 December 2023 |
| | Signed |

1. Decision taken

- 1.1 The Portfolio Holder approves the implementation of speed cushions and 30mph speed limit extension as advertised in accordance with the Road Traffic Regulation Act 1984 and the Highways Act 1980 S90A.

2. Reasons for decisions

- 2.1 Where objections have been received to advertised traffic orders it is necessary for the Portfolio Holder to decide on the orders. A public notice was published on the 31 August 2023 in the Leamington Observer and notices were erected on street. Warwick Road Kenilworth. Details were sent to Statutory Consultees (including the Chief Officer of Police) and to directly affected residents on Warwick Road Kenilworth. The consultation plans can be seen in Appendix A & B.
- 2.2 During the period of consultation, which was the 31 of August 2023 to the 22 September 2023, we received 200+ representations of Support to the proposals, including Warwickshire Police (See appendix C).
- 2.3 Local County Councillor Rik Spencer has confirmed he is in full support of the proposals.
- 2.4 During the period of consultation seven representations confirming objection to the proposals were received from members of the public.
- 2.5 The following summarises stated reasons for objection and provides an officer's response to each of the points raised (See Appendix D):
- Objections Received**
1. Number of 8 road humps is excessive, in my view 4 would serve the purpose.
 2. On the grounds that the cost of installing and ongoing maintenance costs of the speed cushions
 3. A speed calming measure such as a dynamic sign would be better.
 4. Vehicle activated sign at the junction with Rouncil Lane should be removed as it's pointless and faces the wrong direction. With the reduced speeds it is just an ongoing

maintenance burden for Warwickshire County Council.

5. Consider Roundabout at Rouncil Lane/Warwick Road or Traffic Lights, traffic island at Wilkshire Road access to proposed Rugby Club.
6. Extension of 30mph Speed Limit should include proposed entrance to Rugby Club
7. Speed Humps are a blight on our road and the environment as they create noise, pollution, accelerating and slowing down between humps.
8. Speed Limit Change can be enforced more effectively than using speed humps through signage such as dynamic signs that show a vehicles speed. Speed humps are a blight on our road and the environment.
9. Proposal on Warwick Road should be considered in conjunction with the potential upgrading/improvements at St Johns Gyratory.
10. Install Speed Camera
11. Warwickshire County Council doesn't have a good reputation of installing road humps considering the costs incurred following several attempts at getting it right on Leyes Lane.

Officers Response to Objections

1. The spacing between the Speed Cushions (Road Humps) are set out in guidance from the Department of Transport, normally the distance between Speed cushions is 60 – 80 metres subject to road junctions and driveways, on Warwick Road the distances are 65 metres between each one.
2. The proposed measures on Warwick Road are being funded by the Developers Bovis Homes and Kenilworth Town Council. There is no cost to Warwickshire County Council for this scheme. The future maintenance of the measures introduced have been considered in the overall design of the measures put forward. New Street Lighting will benefit all road users and pedestrians using this route. The only cost we have is the Energy cost, the Columns etc are manufactured for a life of 15-20 years, the small cost we may have would be the replacement of a speed cushion should it be damaged, which would be less that a £1000.
3. In the design of the traffic calming measures for Warwick Road, it was decided that speed cushions would be the most cost-effective solution to reduce vehicle speeds along Warwick Road. If negotiated correctly the car will straddle the cushion, while at the same time reducing vehicle speeds along the road. Installing Chicanes would increase vehicle speeds as vehicles would slow down for the Chicane and accelerate on the exit. It would also be very difficult to install Chicanes due to existing driveways and junctions.
4. There are no plans to remove the existing Vehicle Activated sign at Rouncil Lane.
5. Providing traffic lights at the junction of Rouncil Lane/Warwick Road was not part of the section 278 agreement and would cost significantly more than what is currently being proposed. The Rugby Club will likely be opening in 2026 and the former Sixth Form site with a proposed 120 Dwellings has only just been vacated, so this will take several years before any significant changes occur in this area.
6. In regard to the extension of the speed limit to include the new Kenilworth Rugby Club development. This is not likely to happen until 2026 and there will be a decision at that time if it is felt that the speed limit should be further extended.
7. The introduction of Speed cushions is deemed to be the most appropriate measures

for Warwick Road. The even spacing of the cushions will enable drivers to maintain a consistent speed along Warwick Road, instead of slowing down, or accelerating between them. This is the whole purpose of making the environment a lot safer for pedestrians by encouraging the use of sustainable forms of transport walking/cycling along this section of Warwick Road.

8. The use of vehicle activated signs which display a vehicles speed is not something that our Traffic & Road Safety section allow for use on Warwickshire Roads.
9. Within the planning stages for this development and the proposed measures put forward consideration has been given to the potential upgrading/improvements at St Johns Gyratory. These measures should not affect any future proposals at the gyratory junction.
10. The provisions of Speed Cameras on Warwickshire Roads are carried out through the Camera Partnership between Warwickshire Police and WCC. There are set criteria for the installation of speed cameras and this section of Warwick Road would not meet those criteria.
11. When the initial road humps were installed on Leyes Lane the Contractor did make a mistake by installing the road humps too low, so there was minimum vertical deflection. This was quickly rectified by the Site Engineer, who notified the Contractor, remedial works were paid for by the Contractor, there was no extra cost to Warwickshire County Council. The scheme in Leyes Lane has clearly achieved what it was designed to achieve, as there has only been 2 slight injury accidents over the whole length of the road in the last three years.

3. Background Information

Warwick Road / Wilkshire Road Entry To Kenilworth Enhancement Project

- 3.1 A planning application was submitted to Warwick District Council for a Housing development on land 'East of Warwick Road' which is included in the Kenilworth Town Neighbourhood Plan (KNP) (Appendix 1 Relevant KNP Policies). Warwickshire County Council highways retained the speed limit entering Kenilworth on the Warwick Road from Leek Wootton at 50mph while maintaining the current change to 30MPHcirca 500 yards past the entrance to the housing development known as the 'Pavilions' with the access road named 'Wilkshire Road'.
- 3.2 The rationale for maintaining the 50MPH speed limit is that this is a semi-rural area on the outer edge of the town itself. If the 30MPH were to be relocated to encompass the entrance to Wilkshire Road, it is doubtful that under the legally required consultation process, it would gain the support of all representatives of the emergency services, as it is believed that a reduced speed limit would be unenforceable if undertaken unilaterally. All the data indicates that this section of the Warwick Road is safe, and it should be noted that it is not uncommon to have residential roads join a main road which have a higher speed limit, as in this case 50MPH.
- 3.3 However, it should be considered that with the ongoing construction of the HS2 Rail Link as well as Warwickshire County Council's planned improvement to the Thickthorn / A46 Roundabout, that this Warwick Road entry and exit route to Kenilworth will be the only non-obstructed main road access to the town and hence traffic will increase for the duration of the Thickthorn Roundabout improvements.

- 3.4 Furthermore, with housing developments planned for both the current Kenilworth School Sixth Form Centre, Rouncil Lane, the spare land at Warwickshire Police Head Quarters Leek Wootton, as well as the relocation of Kenilworth Rugby Club, this section of Warwick Road will inevitably see an increase in use.
- 3.5 Residents who live on the Warwick Road, between St Johns Gyrotory and the Cricket Club entrance, have long suffered vehicles traveling above the 30MPH speed limit on this section of road. Kenilworth Community Speed Watch group regularly monitor this area which results in speeding motorists being written to by Warwickshire Police.
- 3.6 Residents on the New Development at the Pavilions feel cut off from the town as there is a lack of street lighting on Warwick Road, the cycle paths designed and built into the development don't connect to any other cycle paths outside of said development and hence do not encourage residents to cycle into Kenilworth Town Centre. Clearly, the speed of motorists entering and leaving Kenilworth on the Warwick Road creates a negative connotation of danger which is not conducive to healthy living or wellbeing. Furthermore, it should be noted that a petition was submitted in December 2021 to WCC; a paper submission which contained 110 signatures with a further 162 signatures submitted online.

4. Financial Implications

- 4.1 The scheme will be fully funded by Kenilworth Town Council through the CIL (Community infrastructure Levy), and the proposed new streetlighting on Warwick Road is being funded by the Housing Developer Bovis Homes under a section 106 agreement.

5. Environmental Implications

- 5.1 It is anticipated that the reduction to a 30mph speed limit with associated streetlighting and speed cushions would not have a detrimental effect on air quality with no predicted increases in traffic volumes or noise levels as a result of this scheme.

| | |
|---------------------------|--|
| Report Author | Chris Round chrisround@warwickshire.gov.uk |
| Assistant Director | Scott Tompkins scotttompkins@warwickshire.gov.uk |
| Lead Director | Strategic Director for Communities markryder@warwickshire.gov.uk |
| Lead Member | Portfolio Holder for Transport & Planning Cllr Jan Matecki cllrmatecki@warwickshire.gov.uk |

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

List of background papers

- Appendix A – **MWT22/014/01** Consultation Plan 30mph Speed Limit Extension
- Appendix B – **MWT22/014/02** General Arrangement Plan showing speed cushion arrangement.
- Appendix C – In Approval of scheme.
- Appendix D – In objection of scheme.

Appendix E – Statement of Reasons

Appendix F – Advertised Notice

Appendix G – Statutory Criteria

Members and officers consulted and informed

Portfolio Holder – Councillor Jan Matecki

Corporate Board – Mark Ryder (Signed off).

Legal –

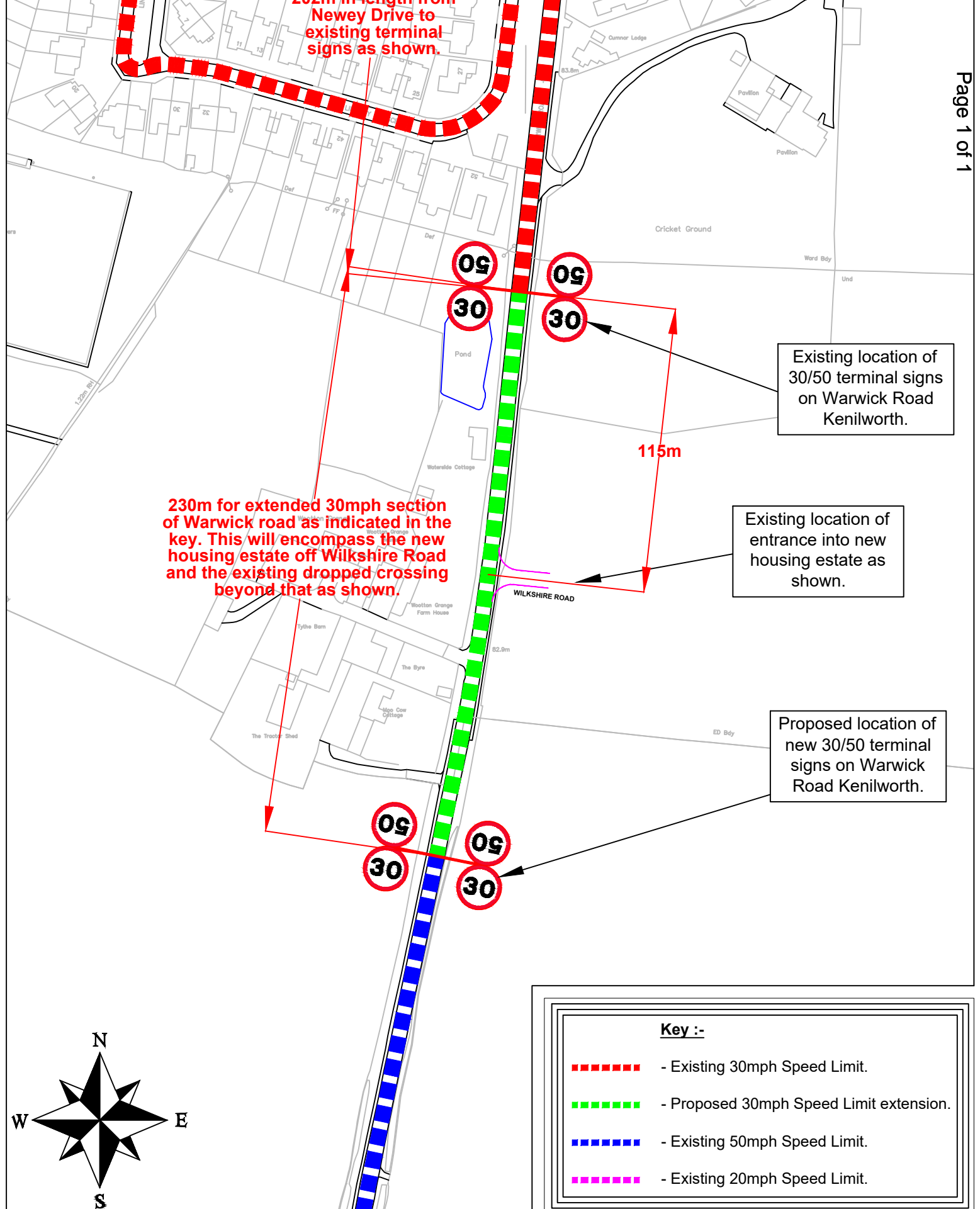
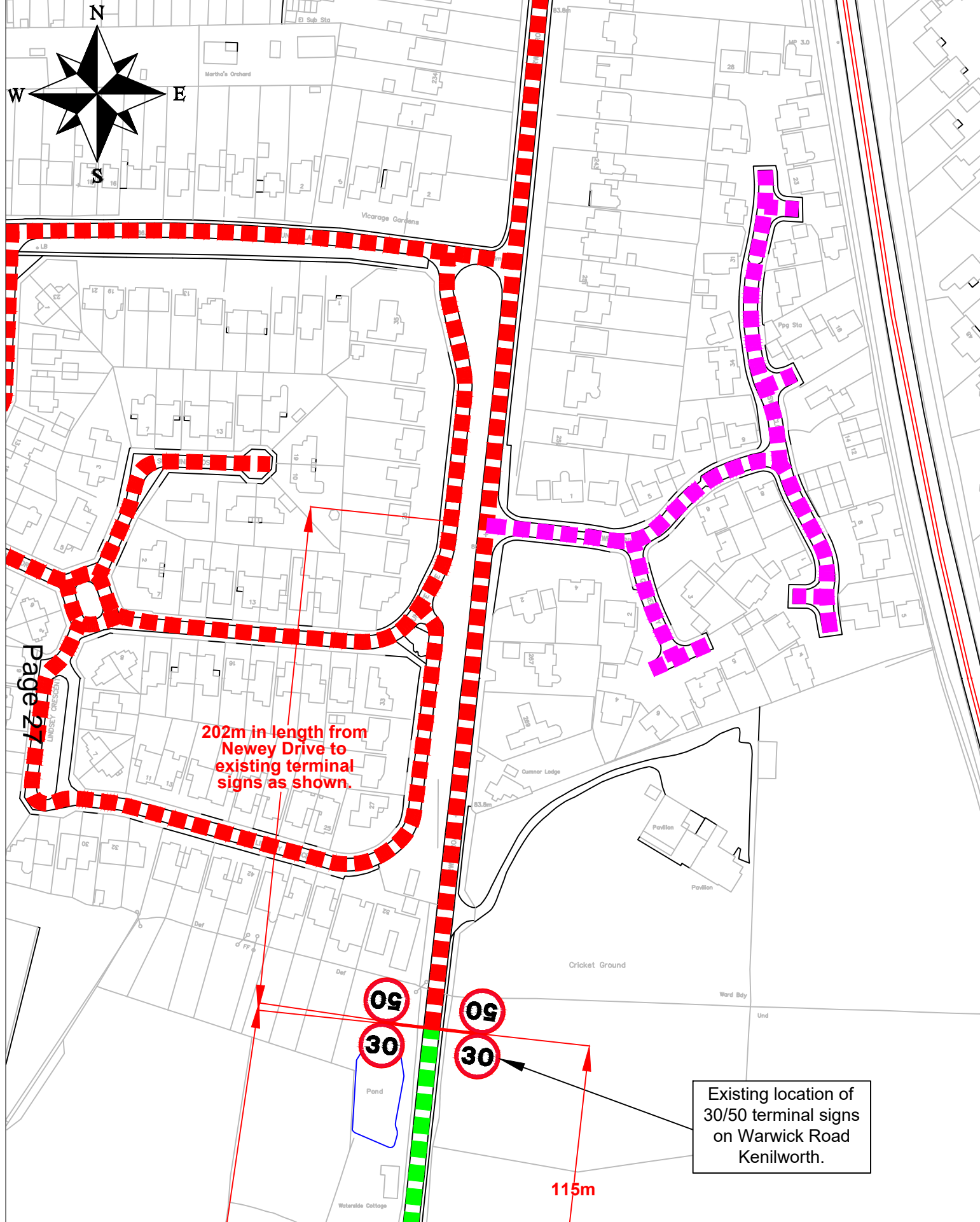
Finance –

Equality – Delroy Madden (Signed off).

Democratic Services – Nicole Conway (Signed off).

Councillors – Local Member(s): Councillor Rik Spencer.

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H:\CH-Minor Works\WORK LOCATIONS\PARISHES\Kenilworth\MWT22 014 Feasibility Study for Gateway to Kenilworth\5 Drawings\MWT22 014 01 Warwick Road Traffic Calming Scheme & Speed Limit Extension.dwg

Warwickshire County Council
TRANSPORT AND ECONOMY

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

www.warwickshire.gov.uk
<mailto:communities@warwickshire.gov.uk>

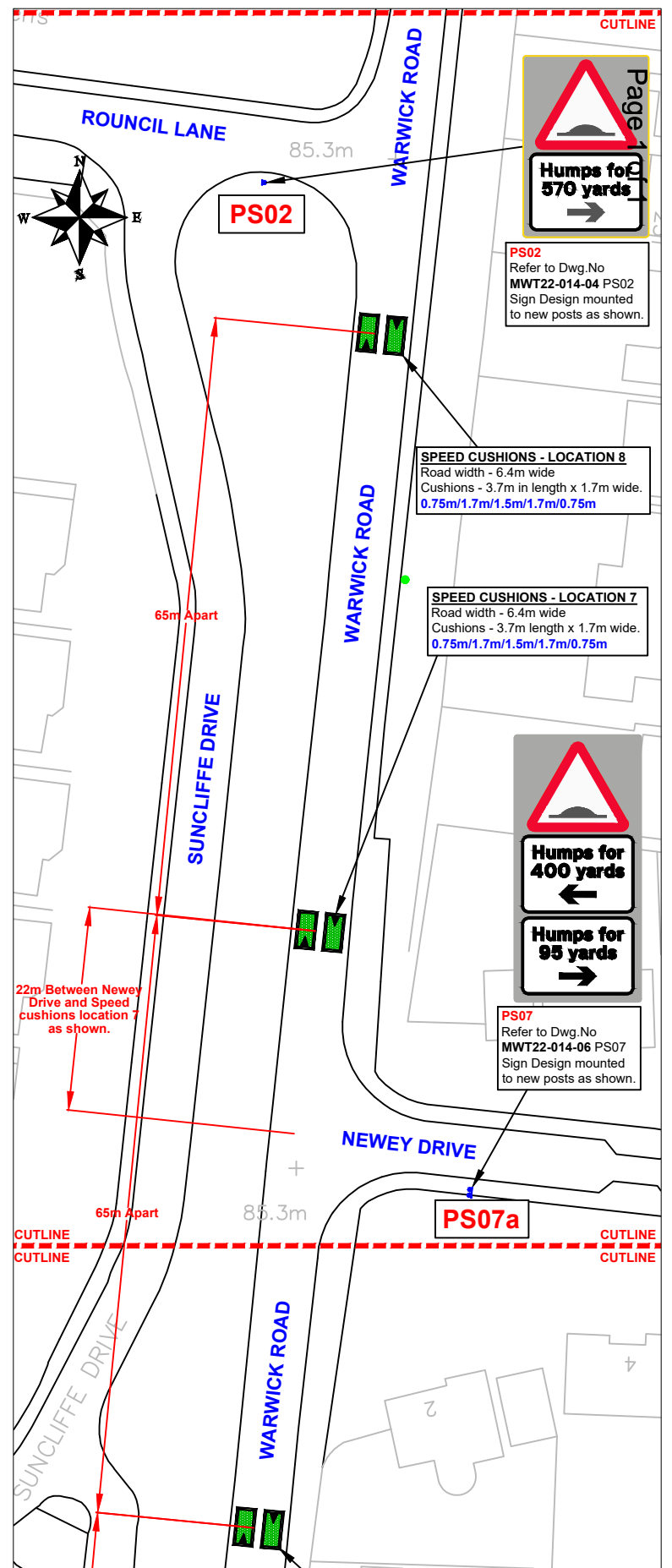
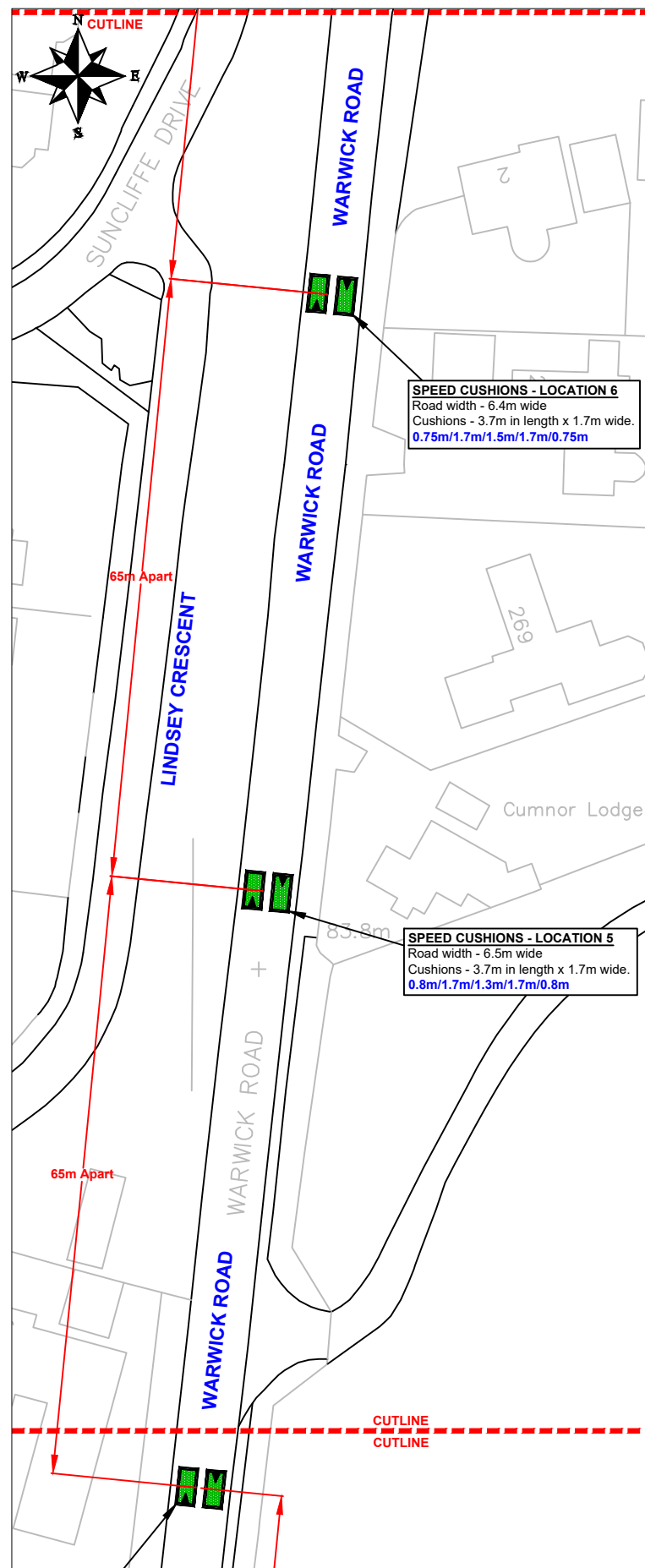
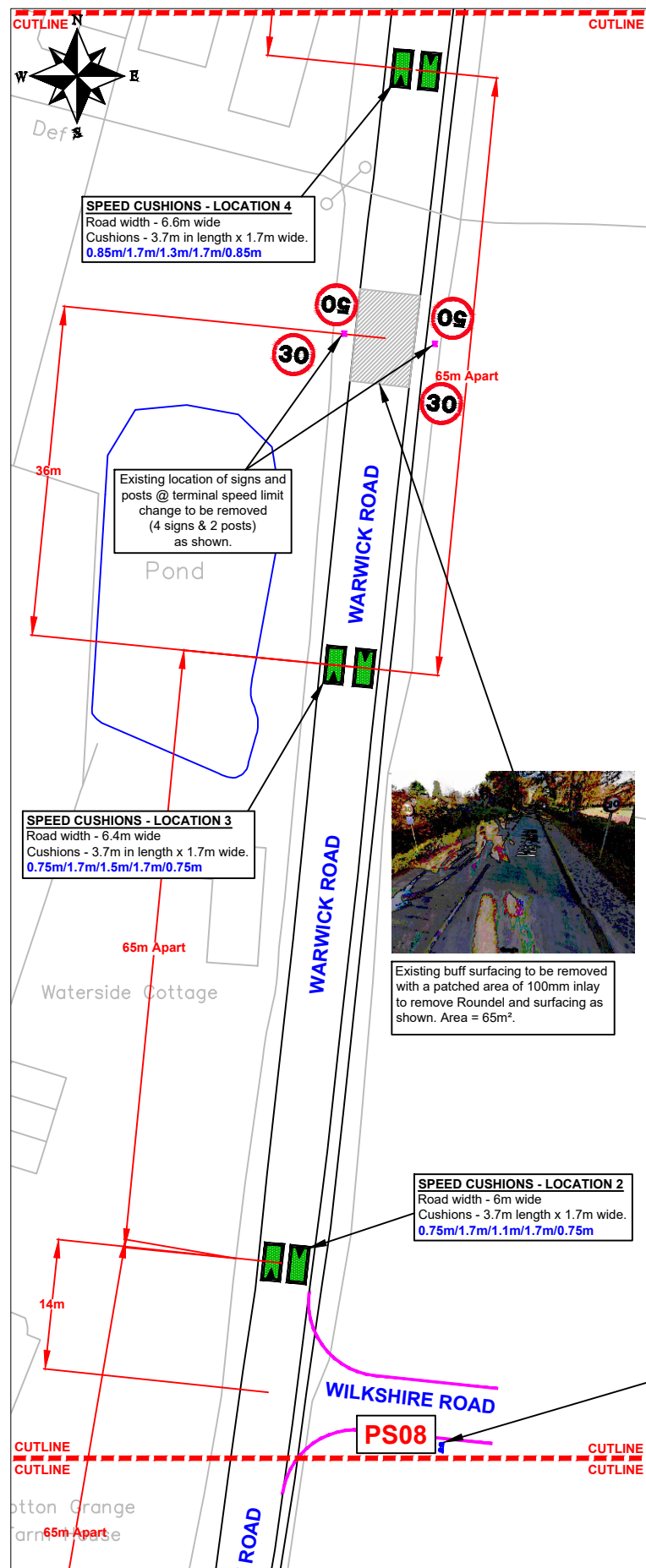
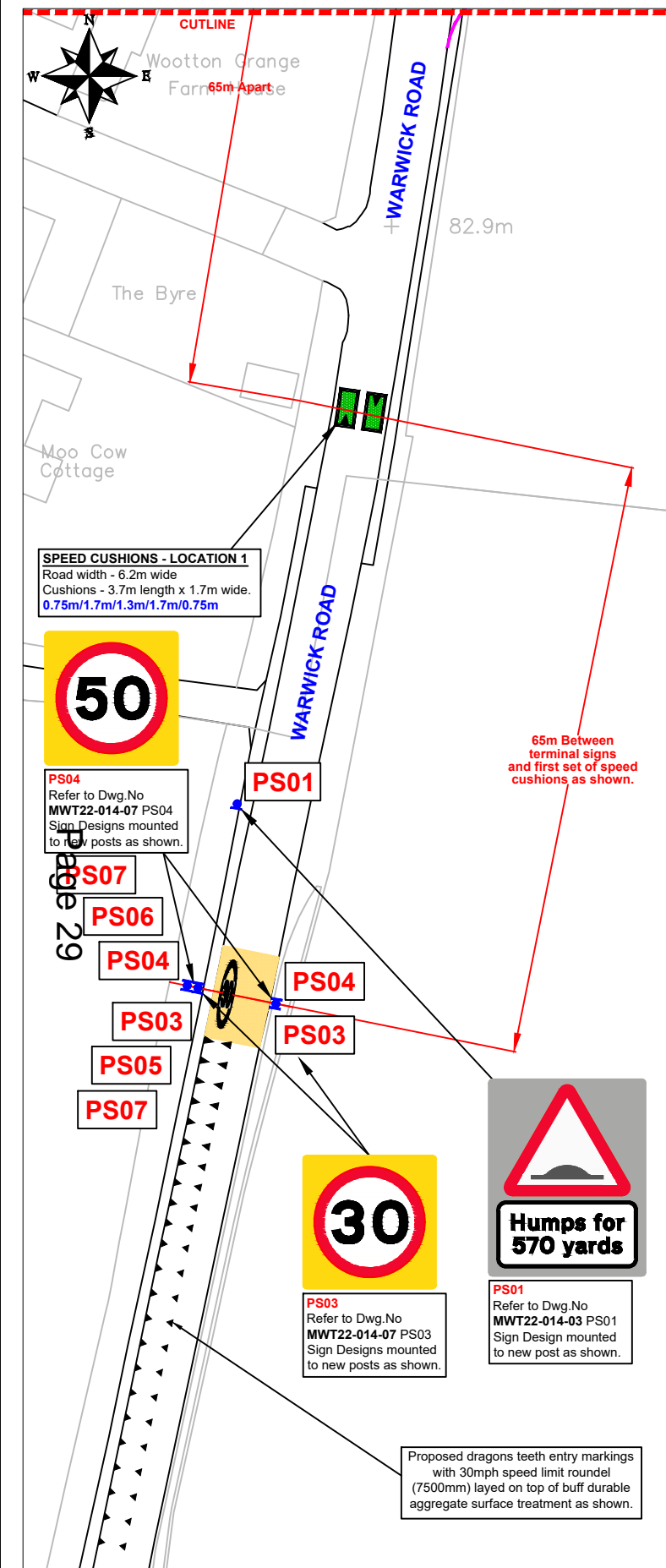
NOTES

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 Warwickshire County Council.

| REV | DATE | BY | CHK | AMENDMENT |
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| Drawing title | Drawn by | Checked by |
| Warwick Road Kenilworth Consultation Plan 30mph Speed Limit Extension. WARWICKSHIRE | CR | PT |
| | Date | March 2023 |
| | Scale | 1:5000 @ A3 |
| Project title | Drawing number | |
| SPEED LIMIT EXTENSION | MWT22/014/01 | |

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

TRANSPORT AND ECONOMY

www.warwickshire.gov.uk
<mailto:communities@warwickshire.gov.uk>

NOTES

Key :-

- Proposed signs & posts. Total = 6 Posts & 7 Signs.
- PS01 - Reference for new sign details.

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| REV | DATE | BY | CHK | AMENDMENT |
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Drawing title
Warwick Road Kenilworth Traffic Calming Scheme General Arrangement Plan WARWICKSHIRE

Project title
SPEED LIMIT EXTENSION

Drawn by **CR** Checked by **PT**

Date **March 2023**


Scale **1:500 @ A2**









Drawing number **MWT22/014/02**

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Warwick Road Kenilworth 30mph Speed Limit Extension & Traffic Calming in the form of Speed Cushions – APPROVALS FROM STATUTORY BODIES & RESIDENTS.

1. Sally Rolfe Police – Road Safety Unit Traffic Management Advisor.

Warwick Road Kenilworth 30mph Speed Limit Extension & Speed Cushions with Improved Streetlighting TRO Order - Warwickshire County Council Minor Works Team  OFFICIAL

 Rolfe, Sally 5156 <Sally.Rolfe@warwickshire.police.uk>       Fri 01/09/2023 10:03  1

To: Chris Round

OFFICIAL

Thank you for the speed data, Chris.

I am pleasantly surprised at the speeds shown in the section for the proposed extension of the 30mph limit.


As such, and together with the proposed lighting and features to be installed, **Warwickshire Police have no objection to the scheme being implemented as shown in drawings MWT22 014 01/06**

Regards

Sally

Sally Rolfe BA
Road safety unit - Traffic Management Advisor
Mobile:07817 158136
e-mail:TMA@warwickshire.police.uk
Website: www.warwickshire.police.uk
Follow us on Facebook and Twitter

2. Mr Kane – Local Resident

Traffic management and street lighting proposal, Warwick Road, Kenilworth  OFFICIAL

Like us on Facebook: www.facebook.com/WarwickshireCountyCouncil
Follow us on Twitter: twitter.com/WarksHighways or twitter.com/warwickshire_cc

From: Martin Kane <kane241@gmail.com>
Sent: 03 September 2023 13:58
To: County Highways Minor Works <chminorworks@warwickshire.gov.uk>
Subject: Traffic management and street lighting proposal, Warwick Road, Kenilworth

You will be aware that Wootton Grange consists of a cluster of 8 dwellings, two of which, Wootton Grange House and Wootton Grange Farm House are Grade2 listed. The houses are on the opposite side of the road from the Bovis Development. We developed a good working relationship with Bovis and with the Rugby Club who are looking to relocate to this part of Warwick Road. Our aim is always to raise our legitimate concerns and then work to find an amicable solution. Before the current scheme of traffic calming and street lighting was proposed you did have a street lighting scheme proposal. I commented on this and raised the concern that there were light issues to the Byre and Wootton Grange Farm House. During the discussions (see email string below) it was agreed that the lights on the northbound carriageway would have shrouds fitted where they were adjacent to our homes and gardens. I have not seen the proposed lighting column layout but would expect that you would take the same view as previously taken and would seek to shroud those columns which had the potential to cause a nuisance. Please confirm the lighting column locations and your agreement to shrouding those few columns adjacent to our homes and gardens. I would be very happy to meet on site to discuss this matter. As a community we are advocates for the 30mph speed limit. We do have a slight concern over the noise generated by vehicles passing over the humps so what is your view on the potential for the design you have chosen to generate unacceptable levels of noise? I look forward to your response.

Martin Kane

Good afternoon Mr Kane,

I have been in contact with our lighting team and the proposed lanterns are being installed with manufacturers back shields on them to prevent any back spill of light, basically its a shield that fits to the rear of the lantern which prevents any back light to nearby properties and ecology.

In regard to the installation of speed cushions along this stretch of road between Rouncil Lane and the new speed limit extension. With current speeds on this stretch of road quite high the speed cushions are necessary to make the speed limit self-enforcing. This will also help make the area safer with lower speeds for the new residents located within The Wilkshire Road development and provide better access for pedestrians into the town centre.

The new streetlighting is being paid for by the developer Bovis Homes as part of the Section 278 agreement.

I've attached a link to the consultation page which is open until the 22nd September 2023.

<https://www.warwickshire.gov.uk/news/article/4467/warwick-road-kenilworth-30mph-speed-limit-and-traffic-calming-measures>

Thanks

Regards

Chris Round FIHE MCIHT
Senior Highways Engineer
Forestry & Minor Works Team
County Highways
Warwickshire County Council
01926413789
E-mail: chrisround@warwickshire.gov.uk



Martin Kane <kane241@gmail.com>
To: Chris Round
Cc: Paul Taylor; Graham Stanley

Tue 05/09/2023 15:11

Chris, thanks for the speedy response. I and my fellow Wootton Grange residents have been supportive of the 30 mph limit and improved street lighting from 2017 when the Bovis development was first proposed. We are pleased to see firm and funded proposals for this. The unanswered question from my note is the level of noise the speed humps will generate and the impact this might have on residents fronting onto Warwick Road. Do you have any information from other schemes where this approach has been adopted?

Martin



Chris Round
To: Martin Kane <kane241@gmail.com>
Cc: Paul Taylor; Graham Stanley

Wed 06/09/2023 09:18

Good morning Mr Kane,

there will be relative noise from the speed cushions but due to the decrease in the speed limit this should actually be lower than what currently exists.

As the 50mph speed limit will be reduced to 30mph the information below shows what type of decibel is produced by vehicles travelling at certain speeds.

Also, as the scheme will be self-enforcing with the introduction of the speed cushions all vehicles should not be travelling any faster than the recommended 30mph or risk damage to their vehicles as the new features will be 75mm in height from the existing road surface.

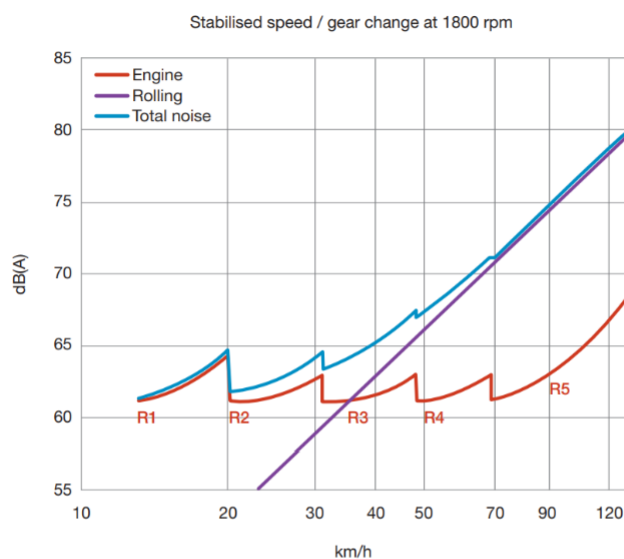
2.5 Noise

Speed has a significant effect on the noise that a vehicle emits. Driving at lower speeds will generally reduce noise levels, although the frequency of accelerations can be more important than mean speed. Noise is created by the power units on vehicles, tyre-road interaction and air displacement. At higher speeds tyre noise dominates that created by vehicles. Tyre-road noise increases strongly with speed, around 12 dB(A) for a doubling of speed. The effects of acceleration and deceleration on noise are typically modest at speeds over 30 mph, but higher at speeds lower than this. This has implications for the use of chicanes and speed humps at lower speeds, where

vehicles are required to accelerate and decelerate.

Figure 8 illustrates the relative contributions of engine and rolling noise to the total noise emitted in relation to speed. As a doubling of noise levels represents a tenfold increase in sound energy both scales are in effect logarithmic. Engine noise dominates up to about 25 mph, when tyre noise becomes more important. At higher speeds tyre and then air displacement noise become the main source of traffic noise. This general picture is of course affected by design features such as the type and condition of road surface and the degree of streamlining of vehicles.

Figure 8: Engine noise and rolling noise as a function of speed



Source: INRETS (2005)

I hope this answers your queries regarding noise levels.

Thanks

Regards

Chris Round FIHE MCIHT

Senior Highways Engineer

Forestry & Minor Works Team

County Highways

Warwickshire County Council

01926413789

E-mail: chrisround@warwickshire.gov.uk

MK Martin Kane <kane241@gmail.com>
To: Chris Round
Cc: Paul Taylor; Graham Stanley

Wed 06/09/2023 09:38

Good morning Chris. Thanks for the comprehensive reply. The remaining "unknown" is the noise generated as vehicles suspension bounces on the speed cushions. I imagine we won't know this until we have the calming measures in place and driver behavioural responses to observe. So, no further reply needed and we look forward to the enabling works being completed.

Martin Kane

3. Damian Lawton – Local Resident and leader of Pavillions Residents Action Group.

Full support - Gateway to Kenilworth Project OFFICIAL

Reply Forward

From: Damian Lawton <dlawton15@gmail.com>
Sent: 08 September 2023 16:55
To: County Highways Minor Works <chminorworks@warwickshire.gov.uk>
Subject: Full support - Gateway to Kenilworth Project

Good afternoon,

I am writing to express my full and continued support for the 'Gateway to Kenilworth project' as a resident of the Pavillions development in Kenilworth. The safety of pedestrians and road users will be much improved with the extension of the 30mph zone and installation of street lighting on Warwick Road. Kenilworth Town Council are providing significant funds for this project and are also in full support of these improvements for the town.

As residents we formed a 200+ signature petition two years ago seeking the speed reduction and street lighting improvements and would like these put in place as soon as possible. A children's play area is now also located mere meters from the unlit, unmarked junction of Wilkshire Road and Warwick Road (currently a 50mph road). Many Kenilworth children use this play area, especially due to Abbey fields park being closed.

Kind regards

Damian

Damian Lawton
9 Wilkshire Road
Kenilworth
Warwickshire
CV8 1NA
07948797398

4. Jenny Lawton – Local Resident and leader of Pavillions Residents Action Group.

Full support - Gateway to Kenilworth Project OFFICIAL

Yes, that is correct. Yes, it is. Confirmed, thank you.

Reply Forward

From: Jen Personal <jenny.lawton2@gmail.com>
Sent: 08 September 2023 16:52
To: County Highways Minor Works <chminorworks@warwickshire.gov.uk>
Subject: Full support - Gateway to Kenilworth Project

Good afternoon,

I am writing to express my full and continued support for the 'Gateway to Kenilworth project' as a resident of the Pavillions development in Kenilworth. The safety of pedestrians and road users will be much improved with the extension of the 30mph zone and installation of street lighting on Warwick Road. Kenilworth Town Council are providing significant funds for this project and are also in full support of these improvements for the town.

As residents we formed a 200+ signature petition two years ago seeking the speed reduction and street lighting improvements and would like these put in place as soon as possible. A children's play area is now also located mere meters from the unlit, unmarked junction of Wilkshire Road and Warwick Road (currently a 50mph road). Many Kenilworth children use this play area, especially due to Abbey fields park being closed.

Kind regards

Jenny

Jennifer Lawton
9 Wilkshire Road
Kenilworth
Warwickshire
CV8 1NA
07815 141237

5. Pavillions Residents Action Group – Petition of names in favour of proposal

Follow us on Twitter: twitter.com/WarwickHighways or twitter.com/warwickshire_cc

From: jenny.lawton2@gmail.com <jenny.lawton2@gmail.com>
Sent: 20 September 2023 17:34
To: County Highways Minor Works <chminorworks@warwickshire.gov.uk>
Cc: 'Pavilions Residents Action Group' <pragkenilworth@gmail.com>
Subject: Gateway To Kenilworth Project - Warwick Rd Speed Restriction & Improved Lighting Consultation full support

Dear Sirs,

The formal consultation relating to the extension of the 30 mph speed limit on Warwick Rd to the entrance (if not further) of The Pavilions Residential Development, is due to close on Friday 22nd September 2023.

We as residents of The Pavilions Residential Development, Off Warwick Rd, Kenilworth write to express our full support of the "Gateway To Kenilworth Project" which will incorporate a speed reduction on Warwick Rd.

We as residents believe that the extension of the 30mph speed limit for vehicles, together with the installation of street lighting is essential and will significantly enhance the safety of pedestrians and road users. It is worth noting that Kenilworth Town Council fully endorse this project and have committed to provide substantial funding for this project to enhance safety for Kenilworth residents.

As concerned residents we initiated a petition in 2021, gathering over 200 signatures in support of reducing speed limits on the Warwick Rd and improving lighting. We urge the swift implementation of these changes.

It must be noted that there is a children's play area situated approximately 5 meter's from the unlit, unmarked junction of Wilkshire Rd and Warwick Rd which currently holds an inappropriately unsafe 50mph speed limit. Many children from all around the town are frequenting this play area, particularly in the absence of the play areas currently at Abbey fields park, which are closed.

We look forward to receiving further communications from you all once the consultation is closed, in order for you to share the full project plan and next steps together with timelines. We as a group intend to follow this project at each stage through to final completion, as we feel that we have no time to waste in preventing a horrific tragic accident.

Yours Faithfully

For and on behalf the Pavilions Residents Action Group

| | |
|---------------------------|------------------|
| Lisa Daniels & Mike Smith | 4 Stanley Drive |
| Marc & Benedicta Yardley | 2 Stanley Drive |
| Tom & Dani Murrell | 6 Stanley Drive |
| Laura Perkins | 11 Stanley drive |
| Ryan Middleton | 5 Stanley Drive |
| Mr Shen | 1 Stanley Drive |
| Francesca Geldens | 9 Stanley Drive |

| | |
|-----------------------|----------------|
| Catharine Badr | 1 Parkyn Close |
| Tasmin Mills | 3 Parkyn Close |
| Karen & Ashley Gibson | 5 Parkyn Close |
| Tim & Karen Parker | 4 Parkyn Close |
| Rob Nash | 6 Parkyn Close |
| Rob Darling | 6 Parkyn Close |

| | |
|-----------------------------|-----------------|
| Jen & Damien Lawton | 9 Wilkshire Rd |
| Amanda & Dave Thompson | 3 Wilkshire Rd |
| Ann & Tony Ward | 10 Wilkshire Rd |
| Omar & Faryal Masood | 27 Wilkshire Rd |
| Ed & Olivia Barber | 7 Wilkshire Rd |
| Robyn Howard | 1 Wilkshire Rd |
| Hyeeyeon Kim | 8 Wilkshire Rd |
| Sophie Morris & Matt Butler | 14 Wilkshire Rd |
| Hongkai Wen | 2 Wilkshire Rd |
| Sara Sangtarash | 11 Wilkshire Rd |
| Hatef Sadeghi | 11 Wilkshire Rd |
| Nurfarah Sadtu | 15 Wilkshire Rd |
| Naomi Webb | 4 Wilkshire Rd |
| Kirsty and Richard Lewis | 12 Wilkshire Rd |
| Ben Russell | 16 Wilkshire Rd |
| Jackie Lee | 23 Wilkshire Rd |
| Julia Righton | 6 Wilkshire Rd |

Ellie McMaster 12 Hickman Way
Marisa Adams 8 Hickman Way
Francesca Smith & Steven Young 62 Hickman Way
Rachel Godfrey 60 Hickman Way
Wendy Rennie & Jo Turner 64 Hickman Way
Sharon Wilkins 72 Hickman Way
Lucy O'Driscoll & Kevin O'Driscoll 70 Hickman Way
Samantha Newey 56 Hickman Way
Christina Freeman 10 Hickman Way
Dom Stanton 3 Hickman Way
Angela Lindley 20 Hickman Way
Tina Sadler 36 Hickman Way
Samantha French 26 Hickman Way
Varun Kapur 6 Hickman Way
Clara Pang 1 Hickman Way
Jayne Adams 2 Hickman Way
Rob & Ana Powell 7 Hickman Way
Isla Bonham 14 Hickman Way
Jenny Bladen 16 Hickman Way

Tom Clayton & Lois Stevenson 1 Mitchener Drive
Mathew Leekes 2 Mitchener Drive
Edineia Montins 4 Mitchener Drive
Jeevan Nangla 7 Mitchener Drive
Ruby Baigent & Nathan Green 5 Mitchener Drive
Charlii Pay 16 Mitchener Drive
Laura Barnett 17 Mitchener Drive

Sasha Birdi 3 Hewitt Close
Sarah McGann & Gary Rennie 7 Hewitt Close
Connor McDermott & Kate Walker 2 Hewitt Close

6. Russell Graham – Local Resident

30mph on Warwick Road Support OFFICIAL

Warwickshire County Council

Telephone No. 01926 410410
Email: chminorworks@warwickshire.gov.uk

Like us on Facebook: www.facebook.com/WarwickshireCountyCouncil
Follow us on Twitter: twitter.com/WarksHighways or twitter.com/warwickshire_cc

Received, thank you. Thank you! Thank you for the update.

Reply Forward

From: Russell Graham <rgrg.graham@gmail.com>
Sent: 21 September 2023 09:18
To: County Highways Minor Works <chminorworks@warwickshire.gov.uk>
Subject: 30mph on Warwick Road Support

Hi,

I support the 30mph speed limit on Warwick Road as a resident of Kenilworth. My wife cycle commutes to Leamington via that road and I cycle commute to Stratford via that road. The worst part of the cycle commute is the 50mph stretch before and after Leek Wooton. If there was a Leamington to Kenilworth cycle path, then the 50mph Warwick Road would not be an issue. Unfortunately, it is an issue and is putting off further cycle commuters and harming the public's health and polluting more by encouraging driving.

I also support the 30mph as a matter of course for the new development to support walking and cycling into Kenilworth so as not to destroy all the local businesses there.

Thanks for listening,
Russell Graham
07825751346

7. Alison Insley – Kenilworth Town Council

Warwick Road Kenilworth 30mph Speed Limit Extension & Speed Cushions with Improved Streetlighting TRO Order - Warwickshire County Council Minor Works Team OFFICIAL



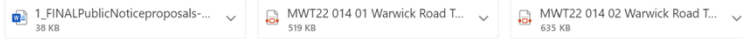
Alison Insley <alisoninsley@googlemail.com>

To: Chris Round

Cc: kentc@kenilworth.org (External); townclerk@kenilworth.org; Deputy Town Clerk <deputytc@kenilworth.org>



Thu 21/09/2023 20:13



3 attachments (1 MB) Save all to OneDrive - Warwickshire County Council Download all

Hello Chris,

Response from Kenilworth Town Council below:

Kenilworth Town Council is grateful for the opportunity to comment on the proposals to:

1. Extend the existing 30mph speed limit from its current location on Warwick Road past the entry to Wilkshire Road which takes in the new housing development.
2. Extension of streetlighting along Warwick Road to Wilkshire Road (Carried out and paid for by the Developer Bovis Homes).
3. Introduce Traffic Calming between Rouncil Lane and the town boundary just past Wilkshire Road and extend the streetlighting accordingly as above.

Kenilworth Town Council supports the aims to slow down the traffic in this residential area and to improve the integration of the new housing, with the rest of the town. We are aware that some residents are concerned about the effect of speed cushions on the noise at their homes and would ask that the specifications of the cushions are controlled to encourage a steady slower speed rather than slowing then speeding up.

Kenilworth Town Council would welcome speedy implementation of this scheme, part of which was highlighted in the road safety audit during the planning for the new housing, in 2019.

Thank you, Cllr Alison Insley

On behalf of Kenilworth Town Council

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Warwick Road Kenilworth 30mph Speed Limit Extension & Traffic Calming in the form of Speed Cushions – OBJECTIONS FROM STATUTORY BODIES & RESIDENTS.

1. Richard Elliott – Local Resident

Re order 2023 Warwick Road and road humps schedule 4 OFFICIAL

Like us on Facebook: www.facebook.com/WarwickshireCountyCouncil
Follow us on Twitter: twitter.com/WarwickHighways or twitter.com/warwickshire_cc

Received, thank you. Thank you! Accept and file.

Reply Forward

From: Richard Elliott <richard_j_elliott@yahoo.co.uk>
Sent: 12 September 2023 11:41
To: County Highways Minor Works <chminorworks@warwickshire.gov.uk>
Subject: Re order 2023 Warwick Road and road humps schedule 4

With regard to the proposed changes under order 2023 covering change of speed limits, lighting and road humps I would like you to consider my comments.

Warwick Road has needed changes to improve the safety, particularly re extending the 30mph limit beyond where Kenilworth Rugby Club are due to locate to and therefore I support the changes apart from one objection.

The objection I have is related to the number of road humps. I believe the number of 8 road humps is excessive. This is for two reasons, firstly in my view 4 humps would serve the purpose and slow traffic. With road humps in place a large number of vehicles will slow because of the humps, therefore any vehicle slowing for a hump would mean any other vehicle following that wouldn't have slowed would have to be by the fact the vehicle in front had. Secondly if a vehicle has not slowed with 4 humps I cannot see why it would slow because there are 8 humps.

All other aspects of the order 2023 I fully support and ask you to consider my above objection.

Kind Regards

Richard Elliott

2. Mr Moseley – Local Resident

From: Simon Moseley <moseleysimon@gmail.com>
Sent: 15 September 2023 19:45
To: County Highways Minor Works <chminorworks@warwickshire.gov.uk>
Subject: 30mph extension Warwick Road Kenilworth

FAO Chris Round

I am in favour of the extension of 30mph limit along Warwick road to encompass the new development, however it should also ensure it encompasses the proposed entrance to the new rugby club. I am not convinced the current proposals cover this.

Due to the cost of installing and ongoing maintenance costs of speed cushions I would be against the installation of these. A speed calming measure such as chicane and priority feature would be better slowing the traffic coming up the hill from leek wootton.

The dip at the bottom of leek wootton is a frost hollow and there have been several cars that have come off the road at the point during freezing weather. I believe reducing the 50 to 40 would reduce this and also assist in slowing the traffic down coming into the new 30mph zone. Could this be considered as part of the scheme?

The existing vehicle activated signal near the junction of Rouncil Lane should be removed as part of the scheme as it is pointless and faces the wrong direction anyway. With reduced speeds it is just an ongoing maintenance burden for WCC. The issue has never been traffic on Warwick road but idiots turning out of Rouncil Lane into on coming traffic. A roundabout here would actually be an improvement as Rouncil Lane is used by a significant amount of people and there is space. This would also reduce traffic speeds putting a more substantial feature in than having a straight road and give way.

Kind regards

Simon Moseley

9 Albion Street
Kenilworth
CV82FX

3. Stephen Carson – Local Resident

Objection to Warwick Road, Kenilworth - 30mph Speed limit and Traffic Calming Measures OFFICIAL

reply forward

From: Stephen Carson <stephenjcarson.sc@gmail.com>
Sent: 16 September 2023 09:54
To: County Highways Minor Works <chminorworks@warwickshire.gov.uk>
Subject: Objection to Warwick Road, Kenilworth - 30mph Speed limit and Traffic Calming Measures

To whom it may concern,

I wish to raise an objection to schedule 4 of the proposed works:

Warwick Road, Kenilworth - 30mph Speed limit and Traffic Calming Measures

Speed bumps are a blight on our road and the environment as they create noise, increased acceleration and braking and therefore increased pollution, cause wear and tear on vehicles and are uncomfortable to drive over for passengers even at low speeds.

The speed limit change to the past the new estate is a sensible proposition but speed limits can be enforced more effectively than using speed bumps through signage such as dynamic signs that show a vehicles current speed.

Yours sincerely,
 Stephen Carson
 4 Leagh Close
 Kenilworth
 CV82FN
 (Please do not publish my address)

4. Lesley & Colin O'Connor – Local Residents

Re speed restrictions, Warwick Road, Kenilworth

It is generally beneficial to introduce various speed restrictions in urban areas & the proposed speed limits along the Warwick Road are to be welcomed. The use of speed humps, however, in this location, are, in our opinion, not, appropriate.

We detail, below, various concerns in support of our objection to the proposed speed humps.

Traffic speed between St John's gyratory & Wilkshire Road could be reduced by the construction of a traffic island at the bellmouth of Wilkshire Road, which could also facilitate access to the proposed rugby club.

Reducing the traffic speed could also be achieved through the provision of traffic lights at the Warwick Road/Rouncil Lane junction. Traffic lights would help regulate traffic flow from Rouncil Lane, thus avoiding the traffic queues especially early mornings & evenings when Rouncil Lane is used as a 'rat run'.

This junction is frequently used by articulated lorries travelling to & from the abattoir & the drivers have difficulty negotiating this junction. It should be noted that traffic will increase when the rugby club is completed & 120 houses built on the 6th form site.

Slower moving traffic will result in more pollution. Local residents already have to contend with queuing traffic & pollution. Traffic appears to reach its peak between 3.30 & 5.30 when queues of traffic can stretch from Wilkshire Road to the Texaco island.

Ten sets of speed humps between the Texaco garage & Wilkshire Road will cause drivers problems, as it is generally accepted that speed humps cause damage to motor vehicles.

We note that there is a proposed set of speed humps very close to the exit from Wilkshire Road so will not help vehicles turning right on to Warwick Road, this could result in steering being affected.

Speed humps can be a problem for back sufferers & Warwick Road is the main route for ambulances from Kenilworth to Warwick hospital, no one in an emergency ambulance needs extra jolts caused by speed humps. Warwick road is also a direct route from Police headquarters. Both these emergency services are very frequent users of this route.

At approximately 4.30 school coaches stop very near the junction of Rouncil Lane/Warwick Road junction. This hinders traffic flow, causing tailbacks, how would the introduction of speed humps help? They wouldn't!

Traffic issues in this area are not a new cause of concern, problems here have existed for years & are getting worse. We need an holistic solution to this area's problems &, indeed, for the whole of Kenilworth.

These current proposals need to be considered in conjunction with the potential upgrading/improvements to St John's gyratory. We have been told that this includes a traffic light solution. To further help the safety of drivers & pedestrians in this area it is essential that footpaths are improved & street lighting should be extended to the proposed entrance to the rugby club. Perhaps Bovis by way of their 106 Agreement could contribute through the 'CIL' monies.

Finally, we would query why the consultation time in connection with these proposals is so limited, & why have local residents not been updated on a regular basis about these plans? It must be noted that any traffic issues concerning Warwick Road will impact greatly on those living in Warwick Road, Rouncil Lane & surrounding streets & their concerns must be heard.

5. Iain Harper – Local Resident

Objections to speed humps OFFICIAL

[Reply](#) [Forward](#)

From: iain harper <iainharper@mail.com>
Sent: 22 September 2023 13:50
To: County Highways Minor Works <chminorworks@warwickshire.gov.uk>
Subject: Objections to speed humps

I object to the provision of 8 sets of speed humps as part of the proposal outlined in the order outlined by the S90A Highways Act 1980 - Road Humps Warwick Road Kenilworth proposals on the following grounds:-

1. The increase in pollution arising from vehicles slowing and accelerating because of the road humps.
2. The potential structural damage to adjacent properties arising from, in particular, buses and HGV traffic crossing the road humps.

There should be an investigation into using alternative traffic calming measures such as coloring the road with a reinforcement of the 30mph limit and other measures that have been successfully used in other areas.

Iain Harper
25 Park Hill
Kenilworth
CV82JG
--

6. Chris Torbe – Local Resident

S90A Highways Act 1980- Road Humps, Warwick Road, Kenilworth OFFICIAL

From: Chris Torbe <cdst82@yahoo.co.uk>
Sent: 22 September 2023 16:44
To: County Highways Minor Works <chminorworks@warwickshire.gov.uk>
Subject: S90A Highways Act 1980- Road Humps, Warwick Road, Kenilworth

Dear Sir,

I object to the installation of all the road humps that you are proposing in the above.

1. Given the amount of disruption caused by roadworks and traffic lights in and around Kenilworth please do not add to it by yet more road works on Warwick Road, simply install a speed camera which will be much cheaper and raise revenue with the added bonus that only those **not** living on Warwick Road will be unaware of its location.
2. The council does not have a good record of installing road humps as illustrated by the costs incurred following several attempts at getting it right in Leyes Lane.
3. The humps themselves damage a car's suspension if frequently encountered which will be our case as we live on Warwick Road and have two cars which go out every day.
4. My wife's car has low ground clearance so please be advised that if it is damaged by the height of these humps we will have no hesitation in suing the council.

Yours faithfully,

Christopher Torbe
253, Warwick Road,
Kenilworth,
Warwickshire.
CV8 1FB

7. Sylvia Winn – Local Resident

speed bumps Warwick Road



thewinnfamily@btinternet.com
To: Chris Round

Thu 05/10/2023 13:49

Dear Sir,

Not a subscriber to social media, I realise I am beginning to lag in hearing the latest news.

I wonder who came to the decision of placing speed cushions, bumps or whatever the latest fangled name for raised obstacles in a busy through road is called. Wouldn't it make more sense and money to put more signs or a speed camera (that works) along the Warwick Rd where I understand the taxpayers money has been spent on a "safety" scheme to place said cushions.

Those of us that use that stretch of road, have always used that stretch of road and will always need to use that stretch of road are only too well aware of the new estate built by the cricket ground and the safety issues it raises. Kenilworth residents are being "penned in" by all the new housing constructions at the moment. What we don't want is for the vehicles we drive to have the suspension destroyed on our cars for the sake of the minority who will not pay heed to any of your obstacles and will instead sue the council for damages that the speed bumps cause.

I don't drive a fancy car, I don't need a 4g mast at the end of my road, I'm not much interested in the oneway system that causes me to now have to drive half way around Kenilworth to get home up because some eejit has decided I can no longer turn right or left onto the main road. I see no reduction in speed to 20mph down the main Warwick road, traffic lights, road signs speed bumps or otherwise....you'd probably be better investing in paying somebody to walk up and down the main street waving their arms around to indicate where the latest traffic direction and speed of traffic should be. Those that aren't going to abide by the rules will never abide by the rules no matter how many you put in place to make the rest of our lives miserable.

Please reconsider the speed bump thing...as a nurse at the local hospital I am getting so sick of all the new fangled council ideas, I may need admitting, as a patient, myself....as there are no funds left to run the hospital properly....that may not be such a good idea either.

Yours faithfully,

Sylvia Winn

STATEMENT OF REASONS

WARWICKSHIRE COUNTY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE WARWICKSHIRE COUNTY COUNCIL (WARWICK ROAD & HILL WOOTTON ROAD, LEEK WOOTTON / HILL WOOTTON / KENILWORTH)(30,40 & 50 MPH SPEED LIMITS) (VARIATION NO.1) ORDER 2023)

HIGHWAYS ACT 1980- SECTION 90A
ROAD HUMPS (SPEED CUSHIONS)

Warwick Road, Kenilworth – South of St Johns Island Kenilworth

30 MPH SPEED LIMIT EXTENSION & TRAFFIC CALMING

PLAN NO's MWT22/014/01 & 02

As part of Councillor Rik Spencer's proposed scheme funded by Kenilworth Town Council, it is proposed to extend an existing 30mph speed limit on Warwick Road, Kenilworth beyond the new development in Wilkshire Drive. This will also involve traffic calming in the form of Road Humps (speed cushions) along the stretch of road to slow vehicles down at this location, as described in the Schedule 4 below. A new system of streetlighting is being installed, on the length of road described in schedule 1 below (which will make that length of road a restricted road and subject to a 30mph speed limit) by the developer of the new houses to accommodate the proposed traffic calming scheme.

The aim is to reduce vehicle speeds through this section of Warwick Road as this is currently partly a 50mph speed limit. A reduced speed limit would improve road safety and improve the environment for all road users. The scheme will involve the use of Road Humps (speed cushions) and speed limit signage with associated road markings to reinforce the new limit once installed.

STATEMENT OF REASONS

- 1.1** Warwickshire County Council is proposing to extend the existing 30mph speed limit on Warwick Road, Kenilworth, to encompass the new housing estate on Wilkshire Road, which will replace part of the existing 50mph speed limit. It is proposed the 30mph extension will be achieved by the installation of a new system of streetlighting on the length of road described in Schedule 1 below (and therefore the existing 30mph speed limit by Order can be revoked) and to reimpose a small section of 30mph by Order as described in Schedule 2 below (which will not have restricted road status).
- 1.2** Part of the 50mph speed limit distance will be reduced and replaced by the system of streetlighting making it a restricted road, as above. The length of road which will remain a 50mph speed limit is described in Schedule 3 below.
- 1.3** The scheme will help improve the environment for residents, pedestrians, and cyclists by restricting vehicle speeds and improving road safety. This will also be accompanied by new streetlighting measures as part of the traffic calming works and reduced speed limit.
- 1.4** Warwickshire County Council is proposing to introduce 8 sets (2 per set) of Road Humps on the A452 Warwick Road in Kenilworth, South of Rouncil Lane, at the locations described in Schedule 4 below.

- 1.5 The location of the speed cushions & Speed limit extension can be referenced in conjunction with drawings – **MWT22/014/01 – Speed limit extension consultation Plan, MWT22/014/02 – Traffic Calming Scheme General Arrangement Plan.**

SCHEDULE 1

1. **Warwick Road, Kenilworth**

Length of new system of streetlighting being installed – Restricted Road Status (30 mph) (replacing part of the existing 50 mph speed limit and the existing 30 mph by Order)

From a point 80metres South of its junction with Rouncil Lane to a point 103 metres south of its junction with Wilkshire Drive.

SCHEDULE 2

1. **Warwick Road, Kenilworth**

30mph Speed Limit (where system of streetlighting will not apply)

From a point 422 metres south of its junction with Newey Drive to a point 431 metres south of Newey Drive (being a distance of 9 metres).

SCHEDULE 3

1. **Warwick Road, Kenilworth**

50 mph Speed Limit

From a point 335 metres north of its junction with Woodcote Lane, northwards to a point 431 metres south of its junction with Newey Drive (being a distance of 816 metres).

SCHEDULE 4

(Location of Road Humps (Speed Cushions))

1. **Site Location 1 – 52metres South of Wilkshire Road on Warwick Road, Kenilworth.**

2 x Road Humps (Speed cushions)

Dimension of each Road Hump: 3.7m in length x 1.7m in width x 75mm High.

2. **Site Location 2 - 14metres North of Wilkshire Road on Warwick Road, Kenilworth.**

2 x Road Humps (Speed cushions)

Dimension of each Road Hump: 3.7m in length x 1.7m in width x 75mm High.

3. **Site Location 3 - 79metres North of Wilkshire Road on Warwick Road, Kenilworth.**

2 x Road Humps (Speed cushions)

Dimension of each Road Hump: 3.7m in length x 1.7m in width x 75mm High.

4. Site Location 4 - 144metres North of Wilkshire Road on Warwick Road, Kenilworth.

2 x Road Humps (Speed cushions)

Dimension of each Road Hump: 3.7m in length x 1.7m in width x 75mm High.

5. Site Location 5 - 209metres North of Wilkshire Road on Warwick Road, Kenilworth.

2x Road Humps (Speed cushions)

Dimension of each Road Hump :3.7m in length x 1.7m in width x 75mm High.

6. Site Location 6 - 43metres South of Newey Drive on Warwick Road, Kenilworth.

2x Road Humps (Speed cushions)

Dimension of each Road Hump: 3.7m in length x 1.7m in width x 75mm High.

7. Site Location 7 - 22metres North of Newey Drive on Warwick Road, Kenilworth.

2 x Road Humps (Speed cushions)

Dimension of each Road Hump: 3.7m in length x 1.7m in width x 75mm High.

8. Site Location 8 - 20metres South of Rouncil Lane on Warwick Road, Kenilworth. Located outside property 253 as shown.

2 x Road Humps (Speed Cushions)

Dimension of each Road Hump: 3.7m in length x 1.7m in width x 75mm High.

3. EXISTING ORDERS TO BE VARIED

The Warwickshire County Council (Warwick Road & Hill Wootton Road, Leek Wootton/Hill Wootton/Kenilworth) (30,40,& 50mph Speed Limits) Order 2014

4. PRIORITY

4.1 – High

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WARWICKSHIRE COUNTY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**THE WARWICKSHIRE COUNTY COUNCIL (WARWICK ROAD & HILL WOOTTON ROAD,
LEEK WOOTTON / HILL WOOTTON / KENILWORTH)(30,40 & 50 MPH SPEED LIMITS)
(VARIATION NO.1) ORDER 2023)**

**S90A HIGHWAYS ACT 1980- ROAD HUMPS,
WARWICK ROAD, KENILWORTH**

Warwickshire County Council proposes to make the above-named Order under the Road Traffic Regulation Act 1984, which will vary the Warwickshire County Council (Warwick Road & Hill Wootton Road, Leek Wootton / Hill Wootton / Kenilworth) (30,40,& 50mph Speed Limits) Order 2014; the effect of which will be:

- to revoke the existing 30mph speed limit and part of the 50mph speed limit on Warwick Road, Kenilworth made by virtue of the 2014 Order, due to a System of Streetlighting being installed, making it a restricted road, with a 30mph speed limit, on the length of road described in Schedule 1 below.
- Impose a 30mph speed limit by Order on the length of road described in Schedule 2 below, (due to it not being covered by the System of Streetlighting); and
- To reduce the distance of the 50mph speed limit on Warwick Road (Leek Wotton to Kenilworth), in light of the System of Streetlighting being installed making part of it a restricted road. The length of road which is proposed to remain a 50mph is described in Schedule 3 below.

Warwickshire County Council also proposes Install 8 sets (2 per set) of Road Humps pursuant to S90A of the Highways Act 1980 on Warwick Road, Kenilworth at the locations described in Schedule 4 below.

A copy of the proposals and the proposed Order, the Order to be varied, together with a plan showing the length of roads affected and a statement of the Council's reasons for proposing to make the Order/for the proposals, may be inspected at the Main Reception, Shire Hall, Market Place, Warwick during usual opening hours and on the Council's website <https://www.warwickshire.gov.uk/news/20210/warwick-district>

Any enquiries relating to the proposals may be made to Chris Round, Communities Directorate, Warwickshire County Council (telephone number 01926 413 789).

Any objections to or representations in support of the proposals, which must be in writing and specify the grounds on which they are made, should be addressed to chminorworks@warwickshire.gov.uk or Chris Round, Communities Group, County Highways Minor Works, Shire Hall, Market Place, Warwick, CV34 4RL. (Objections, representations, and the name of the objector or person making a representation, will normally be treated as public information and may be published. For further information on how Warwickshire County Council processes personal data please refer to the Customer Privacy Notice which is available at <https://www.warwickshire.gov.uk/privacy>).

Objections and representations must be sent so as to be received by 22 September 2023.

SCHEDULE 1

1. **Warwick Road, Kenilworth**

Length of new system of streetlighting being installed – Restricted Road status (30mph) (replacing part of the existing 50mph speed limit and part of the existing 30 mph by Order)

From a point 80metres South of its junction with Rouncil Lane to a point 103 metres south of its junction with Wilkshire Drive.

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1. **Warwick Road, Kenilworth**

30mph Speed Limit (where system of streetlighting will not apply)

From a point 422 metres south of its junction with Newey Drive to a point 431 metres south of Newey Drive (being a distance of 9 metres)

SCHEDULE 3

1. **Warwick Road, Kenilworth**

50 Mph Speed Limit

From a point 335 metres north of its junction with Woodcote Lane, northwards to a point 431 metres south of its junction with Newey Drive (being a distance of 816 metres)”

SCHEDULE 4

1. **Site Location 1 - 52metres South of Wilkshire Road on Warwick Road, Kenilworth.**

2 x Road Humps

Dimension of each Road Hump: 3.7m in length x 1.7m in width x 75mm High.

2. **Site Location 2 - 14metres North of Wilkshire Road on Warwick Road, Kenilworth.**

2 x Road Humps

Dimension of each Road Hump: 3.7m in length x 1.7m in width x 75mm High.

3. **Site Location 3 - 79metres North of Wilkshire Road on Warwick Road, Kenilworth.**

2 x Road Humps

Dimension of each Road Hump: 3.7m in length x 1.7m in width x 75mm High.

4. **Site Location 4 - 144metres North of Wilkshire Road on Warwick Road, Kenilworth.**

2 x Road Humps

Dimension of each Road Hump: 3.7m in length x 1.7m in width x 75mm High.

5. **Site Location 5 - 209metres North of Wilkshire Road on Warwick Road, Kenilworth.**

2 x Road Humps

Dimension of each Road Hump :3.7m in length x 1.7m in width x 75mm High.

6. **Site Location 6 - 43metres South of Newey Drive on Warwick Road, Kenilworth.**

2 x Road Humps

Dimension of each Road Hump: 3.7m in length x 1.7m in width x 75mm High.

7. **Site Location 7 - 22metres North of Newey Drive on Warwick Road, Kenilworth.**

2 x Road Humps

Dimension of each Road Hump: 3.7m in length x 1.7m in width x 75mm High.

8. **Site Location 8 - 20metres South of Rouncil Lane on Warwick Road, Kenilworth. Located outside property 253 as shown.**

2 x Road Humps

Dimension of each Road Hump: 3.7m in length x 1.7m in width x 75mm High.

Shire Hall, Warwick
31 August 2023

S Duxbury
Director Governance & Policy

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Appendix G – Statutory Criteria for Decision Making on Speed Limit Orders

The Road Traffic Regulation Act 1984 enables the Council to make Orders prohibiting the driving of motor vehicles on a road at a speed exceeding that specified in the Order, or directing that a road on which there is provided a system of street lighting furnished by means of lamps placed not more than 183 metres apart shall become a restricted road (subject to a speed limit of 30 mph) or that it shall cease to be a restricted road.

Speed Limit Orders and Restricted Road Roads remain in force until superseded or revoked.

The Department for Transport's Circular 01/2013 'Setting Local Speed Limits' should be the basis for assessments of local speed limits, for developing route management strategies and for developing speed management strategies required as part of the Local Transport Plan process. Circular 01/2013 requires that "speed limits should be evidence-led and self-explaining and seek to reinforce people's assessment of what is a safe speed to travel. They should encourage self-compliance. Speed limits should be seen by drivers as the maximum rather than a target speed. Traffic authorities set local speed limits in situations where local needs and conditions suggest a speed limit which is lower than the national speed limit."

In deciding whether or not to make an Order or give a Direction, the Council is required to have regard to the matters set out in section 122 of the 1984 Act. Section 122(1) requires the Council to exercise the functions conferred on it by the 1984 Act as (so far as practicable having regard to the matters specified in section 122(2)) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians), and the provision of suitable and adequate parking facilities on and off the highway.

The matters to which the Council must have regard are: -

- the desirability of securing and maintaining reasonable access to premises
- the effect on the amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles so as to preserve or improve the amenities of the areas through which the roads run
- the national air quality strategy prepared under section 80 of the Environmental Protection Act 1995
- the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles.
- and any other matters appearing to the Council to be relevant.

Therefore, whilst the overall objective of the Council must be to secure the expeditious convenient and safe movement of vehicular traffic this cannot prevent statutory powers from being used for the specific purposes identified in section 122(1) and that a balance has to be achieved between the overall objective and the matters set out in section 122(2).

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