

**Portfolio Holder Decision –  
Proposed 20mph Speed Limit and Traffic Calming Measures  
Warwick Road, Kenilworth**

<b>Portfolio Holder</b>	<b>Portfolio Holder for Transport and Planning</b>
<b>Date of decision</b>	<b>19 July 2021</b>
	<b>Signed</b>

<b>Decision taken</b>
<p><i>Recommendation</i></p> <p>That the Portfolio holder agree that the installation of traffic calming does not proceed and that no decision be made at this stage with respect to the 20 mph speed limit.</p>

<b>Reasons for decisions</b>
<p>1.1 The final scheme proposal for traffic calming on Warwick Road in Kenilworth, post detailed design, is a more substantial scheme than the original proposal put forward in 2019. The proposed scheme now includes more locations for vulnerable road users to cross at surface level on Warwick Road, and more speed humps and cushions than originally anticipated. It would also require structural works to strengthen the carriageway.</p> <p>1.2 The overall scheme does have merit in that it would offer traffic calming features at the point where pedestrians are/will be crossing (dropped kerbs-junctions). However, in view of the significant additional funding now required to complete the scheme; the lack of solid evidence that the proposed traffic calming measures would result in speed reduction (because speeds are already generally below 20 mph); and the significant number of cogent objections (mainly concerning the impacts of displacement); it is recommended that the traffic calming element of the scheme does not proceed any further and that pedestrian improvements be implemented to the footways only.</p>

## Background information

- 1.1 The proposal for a traffic calming scheme in Warwick Road, Kenilworth was initially put forward by WCC road safety engineers with support from the local WCC Member, Cllr Cockburn. Warwick Road has been subject to a 20 mph limit as part of a package of COVID-related measures. The traffic calming scheme was conceived to facilitate a permanent 20mph Zone.
- 1.2 Accident data indicated an issue, with a number of pedestrians and cyclists being involved in collisions.
- 1.3 The scheme did not meet the criteria for Road Safety funding, so the local Councillor's Delegated Budget was allocated to fund the scheme development.
- 1.4 As part of the scheme development, an independent traffic study was commissioned with Vectos which included some detail on traffic migration and vehicle emissions. Local accident data was also interrogated.
- 1.5 In December 2018, WCC road safety engineers reviewed the accident history for Warwick Road in Kenilworth and identified a number of pedestrian and cyclist collisions on the Warwick Road (11 in last five years). From their investigations they put forward two options to assist in providing safety improvements for pedestrians, one which included raised traffic calming and the second with wider footways / footway buildouts. Both included a 20mph speed limit and were aimed at providing safer, more visible crossing points, to encourage pedestrian usage of existing controlled crossing points rather than crossing from unsafe locations.
- 1.6 The engineers then approached the local County Councillors and Kenilworth Town Council to discuss their findings and agree a solution to reduce the number of collisions. Officers undertook a presentation and answered questions put by the Town Council and the County Councillors in January 2019. The Town Council deferred their consideration of the scheme as they requested a further briefing from officers. Following a further meeting in July 2019, it was proposed to hold a public consultation in Jubilee House, Kenilworth.
- 1.7 The public consultation was attended by in the region of 60 people including representatives of both residents and local businesses. The option which included vertical traffic calming was identified as the preferred option and had the support of the Town Council.
- 1.8 As part of the scheme development it was found that the current road surface was deteriorating and officers highlighted the need for widespread renewal of the carriageway to counteract the likely negative impact of vertical traffic calming on the road structure. Therefore, both highways maintenance budget and additional Delegated Budget funds were identified to cover the costs of the necessary highway renewal.
- 1.9 The scheme was in detailed design phase and preparation for delivery. Part of the

delivery was statutory consultation on the traffic calming under the Highways Act 1980 and for a Road Traffic Order imposing a permanent 20 mph speed limit under the Road Traffic Act 1984. This commenced on 18 March 2021 and was due to end on 9th April 2021. This was however extended following representations from Councillors, so the final closing date of the consultation was 16th April 2021. A number of objections and comments were received to these proposals, highlighted in the following table.

<b>Emails/Letters</b>		
	Total Objections	<b>105</b>
	<b>Additional Comments</b>	<b>15</b>
	<b>Support in Principle</b>	<b>17</b>

Ref	Objections Received	Total number of responses containing the comment
A	Object to Road Humps on Warwick Road & 20mph Speed Limit	38
B	Object to the measures on Warwick Road unless similar measures are included on Waverley Road & Priory Road which are residential roads, with a primary school, nursery school, train station and elderly homes, speeds will increase on these roads to avoid Warwick Road.	48
C	Object on the grounds of increased emissions on alternative routes, environmentally unfriendly & traffic displacement onto other residential roads in Kenilworth	37
D	Object to raised humps to support a 20mph speed limit	25
E	Object on the grounds that none of the accidents would be mitigated by the measures	6
F	Install vehicle activated signs or Average Speed Cameras	8
G	Introduce a 20mph Speed Limit in Bertie Road	10
H	Introduce a 20mph Speed Limit on all roads in Kenilworth	12
I	Works are wasteful, have little justification, not an effective use of resources	14
J	Widen existing footpaths	3
K	Vectos Report date 2019 doesn't show the number of vehicles that will migrate on to other roads, and if vehicle emissions will increase.	5

Officer responses to Objections:-

Ref A – See below.

Ref B – WCC would not recommend vertical traffic calming on Waverley Road /Priory Road as it is the primary route through Kenilworth.

Ref C - The original scheme consulted upon in 2019 had an independent traffic report carried out by Vectos but this did not consider traffic migration or the increase in emissions in Waverley Road / Priory Road or other likely diversion routes through residential roads in Kenilworth.

Ref D – It is usual to provide traffic calming to reduce traffic speed to meet a new 20mph limit, however (although speed surveys were not part of the Vectos report) Satnav data indicates that current speeds are below 20mph.

Ref E – Although the measures identified may not have prevented the specific accidents which occurred in the past it could be argued that encouraging pedestrians to cross at specific points where speed mitigation measures are located will reduce accident numbers overall.

Ref F – WCC does not currently utilise average speed cameras to enforce speed on the Public Highway. Vehicle Activated Signs could be considered as an alternative

Ref G – The proposal at this time is only for introduction of 20mph limit in Warwick Road.

Ref H - The proposal at this time is only for introduction of 20mph limit in Warwick Road.

Ref I – Although the original budget was deemed reasonable for the scheme proposal and value for money the expected increase in cost (detailed below) for which there is no identified budget is a factor in considering if the scheme should continue.

Ref J – Some of the narrow footways occur where the carriageway is also narrow therefore offering little scope for widening. However, this will be checked as part of the proposed pavement improvements (see below).

It will be seen from the officer responses that some of the objections to the traffic calming works have considerable force. Having regard also to the increase in the estimated costs of the traffic calming, and the evidence that they are not required in order to achieve low speeds, it is recommended that the traffic calming works not proceed. However, it is proposed that maintenance works will be carried out to improve the pavements, which can be done under delegated powers within existing budgets.

In view of the evidence that vehicle speeds are low enough without traffic calming, and the measure of public support for a permanent speed limit that has been evident during engagement on the proposals, there remains a case for making an order to make the 20 mph speed limit permanent. However, the local County Councillor has requested that changes to the extent of the speed limit be investigated and, therefore, this will be the

subject of further investigation and potentially a revised proposal. In consequence, the Portfolioholder is not asked to make a decision on the speed limit at this stage.

## Financial implications

As the detailed design progressed and full estimates were calculated it was found that the scheme would cost:

- Repair & Resurfacing/Renewal of carriageway £423k
- Traffic Calming £217k

Total Cost of £640k.

It has recently become clear that there is insufficient funding. The current available budget is detailed below:

- £290k from unallocated Delegated Budget Funds
- £120k from Cllr allocated Delegated Budget Funds
- £100k from County Highways Maintenance

Total Budget £510k

Additional funds of £130k would therefore be required for which there is no identified budget.

## Environmental implications

Air Quality has been raised by the objectors, who have concerns that these proposals would add more pollution from vehicles into the surrounding area. However, as the recommendation is for the scheme not to proceed in its original format, and instead to carry out only maintenance works on the pavements on Warwick Road, Kenilworth, there would now be minimal environmental concerns from the limited works now proposed to the pavements.

The following appendices are attached:

Appendix 1 General Arrangement Plan Warwick Road, Kenilworth TR11258-01

Appendix 2 Speed Limit Consultation Plan TR11258-04

Appendix 3 Statement of Reasons Section 90C

Appendix 4 Statement of Reasons 20mph Speed Limit

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<b>Lead Member</b>	Portfolio Holder for Transport and Planning Cllr Wallace Redford wallaceredford@warwickshire.gov.uk

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

<b>List of background papers</b>
Redacted Emails and Letters Objecting to the Proposed Measures

<b>Members and officers consulted and informed</b>
Portfolio Holder – Councillor Wallace Redford  County Councillors Cllr Richards Spencer  Kenilworth Town Council