

## **Public Consultation Responses– Warwick Road Kenilworth**

### **– UnRedacted**

Hello Graham

I just wanted to say that I live on the Warwick road and I cannot begin to tell you how fast the ridiculous young kids in their lowered , loud exhaust cars go past my house !! At least 50 mph !! Waking me up at night and at least three every evening go past !

I would be so happy to have speed bumps ! And down Queens Road would be good too as I have seen cars go down there at probably 50+mph !! While small children are on the pavements on balance bikes and cats roam.

When challenged they swear and start racing and skidding up the road !

Sadly ,as the police won't do anything maybe speed bumps would be the answer.

Thank you

Kind regards

Petina (107 Warwick Road )

I have no objection to the measures proposed on Warwick Road as long as they include similar measures on Waverley and Priory Road. If not, impatient drivers will simply use Waverley and Priory roads as a quicker route.

The speed of traffic on these two roads has long been a cause of concern to the residents. Barely a day goes by without my husband or I commenting, " That's not 30 mph, more like 40+." Years ago, our 15 year old daughter was knocked down outside our house and suffered severe injury. Since then traffic has increased.

These two roads are mainly residential and in addition, on Priory Road there is a primary school and a couple of nursery schools. On Waverley Road, we have the Waverley Day Centre and across from that the apartments for elderly people.

In my opinion, it would be neglectful of the Council from a safety perspective to introduce these changes on Warwick Road alone. Please don't wait until there is a fatal accident on either Waverley or Priory Roads before introducing measures there too.

I should like to register my objection to the proposed changes on Warwick Road, unless measures also incorporate Waverley and Priory roads.

Yours sincerely

Julia Parsons  
22, Waverley Road  
Kenilworth

I'm totally against the plan to put road humps in Warwick road. There's no case justifying this plan based on the cause of previous accidents, not one appears to have been the result of excess speed.

Traffic rarely exceeds crawling pace in town anyway.

Please ensure my objection is noted and acted upon, I'm a resident and council tax payer, you are my representative.

Regards

Carl

I've checked the accidents, none of them would appear to be mitigated by the planned road humps. Citing these 11 accidents as grounds for the works is baseless. 1 is a mobility scooter hitting pedestrians in the precinct, at least two would appear to be pedestrians not looking, another two are illegal right turns, etc, etc.

I would support safety measures if they were necessary, if there was at least some causation that the planned changes were mitigated.

The current average speed is already about 20mph, so the whole premise is baseless.

The reality will be that pedestrians will cross where they need to, as they do now. A complete waste of money, road humps/platforms are a danger to cyclists (I am a keen cyclist), and even at low speeds increase suspension wear.

From those I've spoken to and the chatter around town there's no justification based on any groundswell of support from locals.

Please stop wasting any more money on this folly.

Regards

Carl

I have read the proposal with interest. Whilst I support traffic calming on the high street, this scheme is certain to increase rat running along Waverley and Priory Road, which will have a significant adverse impact on the area. This route includes a primary school, two nursery schools, a church, businesses and residential housing. This route should be included in the traffic calming zone.

Regards,

Mr Jamie Bradley CEng MICE

Thanks for your response.

Please can I have a copy of the full assessment report? I don't believe that it is possible that there will be no notable increase in traffic counts and speed on Priory Road as a result of the High Street scheme, since cars are more likely to divert along this route to avoid the traffic calming measures.

Please can you advise on what the process would be to get a traffic calming scheme implemented along Priory Road as an addition to the proposed scheme?

Regards,  
Jamie Bradley CEng MICE

Hi Graham,

Thank you for the report, which I've read in detail. I've also read the Stoneleigh Traffic Management Study for WCC dated 29 May 2018 to understand in more detail the Kenilworth and Stoneleigh Wider Area (KSWA) model, mapped below.

With regard to the report:

You said that the, "Network wide statistics showed that the scheme has no notable impact on the wider network due to the small-scale nature of the proposed scheme". This is in relation to the proposed scheme having a negligible impact on the overall KSWA model with regard to the total number of vehicles, the average network journey time and the average vehicle speed. This is not specific to the impact on parallel routes like Waverley-Priory Road, which are certain to see an increase in traffic count and speed as a result of the scheme.

You said that, "It was shown in the analysis of the average maximum queue lengths that, overall, the queues were reduced in the area surrounding the traffic calming". The reduction in queue length at the Clock Tower roundabout at the top of the High Street is evidence that traffic will divert around parallel routes like Waverley-Priory Road. Paragraph 21 of the report says, "This is evidence that the traffic calming scheme is reducing the number of cars using Warwick Rd". This is evidence then that traffic counts and speeds will increase on parallel routes, like Waverley-Priory Road.

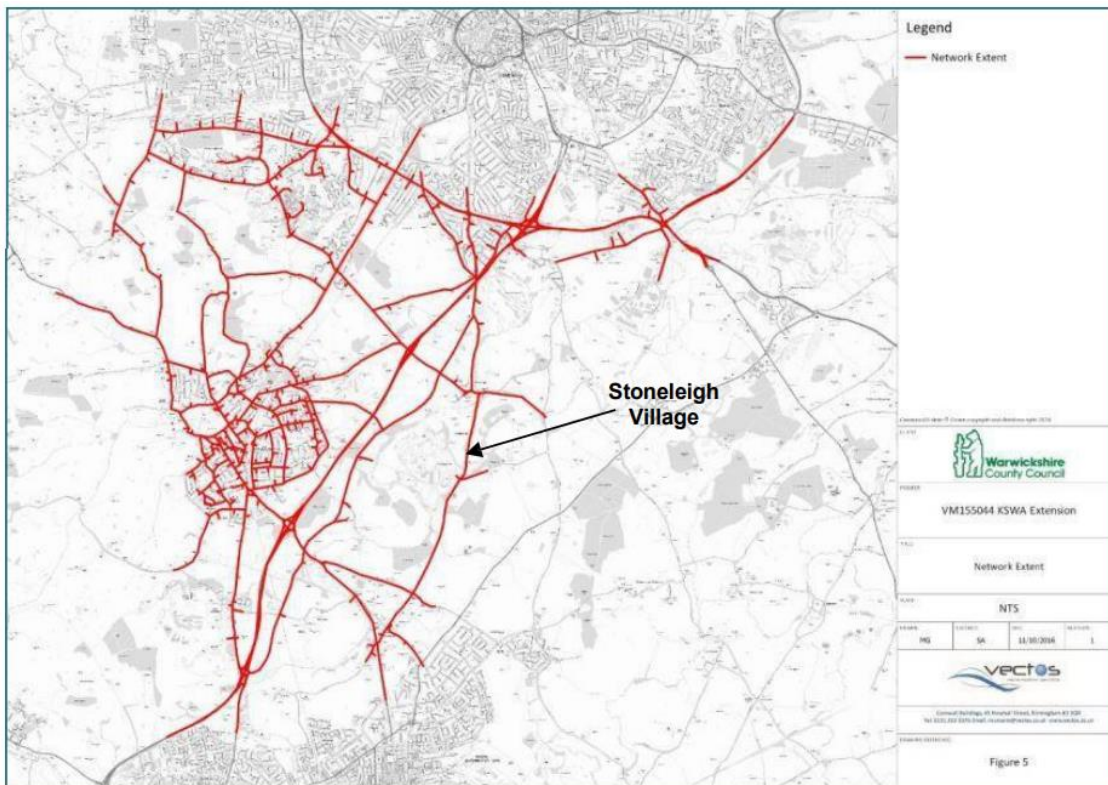
You said that, "As you can see from the findings of the Independent report, it clearly states that the changes on the High Street will not have a significant adverse impact on

the area". I disagree, as the report is not specific to the impacts on parallel routes like Waverley-Priory Road.

Please can you arrange for the impact on adjoining routes to be assessed?

From the statement of reasons for the scheme, the scheme is to improve safety and accessibility for pedestrians and cyclists. It says, "the scheme will also help to improve the environment for residents, especially pedestrians and cyclists by restricting vehicle speeds and improving road safety". This might be the case for the Warwick Road High Street, but this is not residential, whereas the scheme is certain to increase traffic counts and speeds on Waverley-Priory Road, which is a residential road with the schools and train station serving many non-motorised commuters. The increased traffic on Waverley-Priory Road will increase risks to their safety and have a negative environmental impact.

The scheme should therefore incorporate Waverley-Priory Road into the traffic calming zone, or not go ahead at all.



Regards,  
Jamie Bradley CEng MICE

This is an objection to the above scheme. Or at least a partial objection. Due to the impact the scheme may have on the nearby roads and routes through kenilworth.

Has the traffic displacement for the scheme been reviewed/considered/modeled?

I live on one of the rat runs which is noticeably busier when traffic through the town is heavy or slow.

My concern is that natural driver behaviour is to avoid speed humps etc. which will result in the rat runs becoming the main routes when passing through the town.

Both of the main rat runs have schools on so i would like to think that due diligence has been carried out and the addition of traffic to these areas has been considered.

The existing speed data has not been shared with the consultation information but as a driver and cyclist speeds rarely seem to get above 20mph due to the regular lights, crossing points and bus stops. I'm not sure how adding more road "furniture" will help other than by putting drivers off using the main road.

Just to be clear I have no issues about the 20mph part of the scheme. My concern is how the humps etc will effect the other routes through kenilworth and whether this has been considered or modeled.

Many thanks  
Jemma

Thank you for your reply, which unfortunately does not reassure me. There is no logic to the findings that if one route is made more difficult, it won't affect neighbouring routes.

You didn't address my point that Waverley and Priory Roads already have an issue with speeding traffic. This should be an issue for the Council, with the numbers of young children and elderly people accessing the school, nurseries, the Day Centre and their homes. Again logic dictates that any more traffic would exacerbate that problem. Another issue that I did not mention is that even a small amount of extra traffic up Waverley and Priory roads, will result in additional queueing at the Priory Road junction. This is already a dangerous junction and has resulted in the loss of at least one life. It needs to have a mini roundabout but apparently this is not possible. Motorists don't know who should give way to whom and it can be a free for all, which is dangerous.

I should like to see the Consultants' report please and what were the terms of reference for that investigation. How do I access this?

Yours sincerely

Julia Parsons

Dear Mr Round

I am writing in connection to the following proposal.

[Warwick Road, Kenilworth - Proposed 20mph Zone and Raised Features – Warwickshire County Council](#)

I wanted to register that I welcome the proposals. I support making the current 20mph speed limit permanent, and don't see any need for traffic to flow faster than that through Kenilworth. If these traffic calming measure support adherence to that, then I support the measures. I am hopeful this would not only contribute to improved pedestrian safety in the town, but would also encourage bicycle usage, and discourage car usage, and encourage footfall to the local shops.

Kind regards

David Mason

I must object to the proposed calming measures.

I suggest you look at Kenilworth Vibes to get an overview of what people are saying.

Mainly its a complete overkill for the situation. We already have a sufficient amount of traffic lights with pelican crossings.

The history of accidents that have occurred do not support any further needs.

The proposed humps have also proven to be environmentally unfriendly.

The road itself is hardly a bustling metropolis - you can get from one end to the other - even in "rush hour" in minutes.

The road doesn't attract "boy racers".

This money could and should be spent elsewhere....not on this vanity project.

This would deter shoppers coming to Kenilworth....we need them to come to secure our high Street.

Our Kenilworth highstreet is just fine as it is.

This would absolutely destroy the aesthetics of it.

Please abandon this harebrained scheme and use your time and our council tax monies to a worthy cause.

Kind regards

Christine Easton

Don't you think the Covid-19 pandemic has caused sufficient damage to the local and national economies?

The last thing Kenilworth Centre needs is yet more "green" schemes to discourage shoppers to visit.

Where is any justification for these proposals? Look forward to seeing these ASAP.

How many accidents have there been in the Warwick Road involving pedestrians?

WCC recently attempted to make Warwick Road pedestrianised, that was vehemently rejected by the people. What's changed?

You've got your seat on the council to consider especially with local elections in May.

Stay Safe, with my very best wishes,

I write to you about the proposed traffic calming measures on the Kenilworth High Street, Warwick Road, detailed here <https://www.kenilworthweb.co.uk/warwick-road-kenilworth-proposed-traffic-calming-measures-and-20mph-speed-limit-statutory-consultation/>.

This is certain to increase traffic counts and speeds on Waverley-Priory Road, which is residential and has a significant number of non-motorised users accessing the primary school, nursery schools, train station and elderly homes. I hope you agree that this road should be included in the traffic calming zone to prevent rat-running.

I have reviewed the attached scheme assessment report, provided in correspondence with Graham Stanley from WCC. Unfortunately, the impacts on Waverley-Priory Road have not been assessed.

Please can you look into it?

Best regards,  
Jamie Bradley

I am writing in connection to the following proposal.

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Kind regards

David Mason

Hello. As a resident of Brookside avenue I would like to object to these proposals as they currently stand. A 20 mph limit is already in place and has successfully slowed traffic on Warwick Road. Given the number of existing crossings the greatest threat to pedestrians is jay walking . Any further restrictions and calming measures will simply further increase the use of Brookside Avenue and other residential streets as rat runs. Traffic will already rise if the development of Castle Farm goes ahead. There are no calming measures or speed restrictions on the local residential streets at the moment and speeding and hazard to pedestrians is already more of an issue on our roads than on the Warwick Road.

yours sincerely David Openshaw 15 Brookside Avenue.

Hi Chris,

I would like to voice a couple of objections and offer suggestions for the traffic calming measures in Warwick Road.

1. Speed bumps. No thank you, too bumpy for cars and can be dodged by larger vehicles.
2. Speed table. Sorry I don't know what that is. Is that like a really big speed bump as in Leyes Lane? If so then ok, I agree with those.
3. What about a central reservation similar to Warwick University outside the business school? It does narrow the road (still wide enough for emergency vehicles).

Just a few thoughts. I just don't like speed bumps as they cause potholes in the road as the car bounces down from the bump and then more appear as the car bounces out if one



pothole and down on to the road.

I do agree with a 20mph limit.

Thanks for your time.

Rebecca

Chris - As a resident of Warwick Road, Kenilworth who has not even been consulted as regards these proposals, can you please provide the evidence that supports these measures?. Personally restriction to 20 MPH will probably create more congestion as traffic builds up, and frustration, leading to carelessness and accidents, and is not better for the environment. I know prevention is better than reaction, but please advise of "true accident statistics". I might also add cars are advanced these days with ergonomic design and high quality warning, brake systems, the 30 MPH has been enforced since about 1910 when vehicles had no brakes and hard tyres!. Please therefore provide the evidence that 20 MPH is actually safer (with data). The biggest danger I see on Warwick Road is people who cannot cross the road correctly, and concentrate more on drinking coffee, or staring at mobile phones.

Sent from my iPhone

Dear Sir

Has any thought been given to emergency vehicles ? ,I'm all for reducing the speed limit to 20 mph also I take it that it will apply to cyclists as well ,has modern bikes are capable of exceeding 20 mph ,wouldn't it be more cost effective to install speed and security cameras and hit all those who break the law with fines and points on their licences

Best regards Mick Dolby

Hello Chris,

I would like to OBJECT to the proposed 20mph speed limit along Warwick Road in Kenilworth.

The main reason I object is that people will just avoid Warwick Road and, if travelling South, will go down Brookside Avenue, Siddeley Avenue, St.Nicholas Road, Mortimer Road , and Rouncil Lane. If they're travelling North they will use St.Johns Avenue, and again travel into Siddeley Avenue and Brookside Avenue. These roads are already a 'rat run' where cars travel far too fast, (thank goodness nothing came of the barmy idea of putting double yellow lines on Brookside Avenue and Siddeley Avenue. At least parked cars have the effect of slowing some cars down if there are vehicles coming the other way!)

I'm not aware that there is a particular problem with the speed of traffic along Warwick Road? Most of the time it's impossible to travel at more than 20mph due to the traffic and also the pedestrian crossings, its only in the evenings where people could drive a little too fast.

I am a Driving Instructor and obviously am all in favour of lowering speed limits, indeed I could suggest several places where the speed limits are set too high, also totally unnecessary

signage and inadequate, badly thought out road markings.

This plan though, while keeping the speed of traffic down, will only result in traffic taking a detour as expressed above.

A complete waste of money.

Regards

Paul Gowlett

Hello,

In regard to the Traffic calming measures proposed for Warwick Rd, Kenilworth can more clarity be provided to the speed bumps being considered please?

The change to the road layout of Leyes Lane outside Kenilworth School is extremely effective and does not create unnecessary eyesores. I believe, that if any, speed reduction is to be considered then it should be this.

Also, more needs to be done to stop people walking out in the middle of the road on Warwick Road. People complain about nearly being hit by cars because they can't be bothered to walk 10 feet to the traffic lights. Police/PCSOs should be monitoring this and informing people not to walk out in the middle of the road.

Please do keep me updated on any updates.

Best regards,

Matt

As a resident of Priory Road in Kenilworth, I wish to register my concerns and objectives to the proposals outlined to introduce traffic calming in Warwick Road.

My objections are based on the inevitable impact such plans will have upon the volume of traffic in residential roads which are nearby. These roads are already very busy and create high levels of pollution and safety issues for people who live in these roads and children who attend St Nicholas School.

As I see it there are no plans at this point to reduce speed limits or traffic volume in Priory and Waverley Rd, which I consider a huge oversight.

Yes, there are issues regarding how to improve safety in Warwick Road, but any changes should incorporate all areas of central Kenilworth and not be addressed separately.

Sincerely,

Kate Smith

32, Priory Road.

CV81LL

Sent via BT Email App

As a resident of Kenilworth and member of the town's cycling forum I would like to support the introduction of traffic calming measures in Warwick road and 20mph speed limit. Although I feel the measures proposed are inadequate and traffic tables (like at Warwick University) would make the road a much more pedestrian and cycle friendly place. Traffic tables would have two benefits; calming traffic and also integrating both sides of the road making Kenilworth town centre a more pleasant place to shop.

I don't feel this scheme goes far enough as we should be looking at Kenilworth as a whole. Speeding is very common on a lot of the roads and we should be looking at similar schemes across the town and also reducing through traffic. Slowing the speed on all roads will increase the use of bikes as people perceive the roads to be safer.

Kind regards  
Zoe

Good afternoon Chris,

Regarding the above scheme, I would like to raise my concerns.

I live on Siddeley Avenue in Kenilworth which is used as a cut through at the present. Residents and visitors park on both sides of the road all the way down Siddeley and Brookside Avenues. The current traffic, in many instances, drive too fast for the road conditions.

I am concerned that if traffic calming were introduced in Warwick Road we would see an increase in traffic on Siddeley Avenue and Brookside Avenue.

If this scheme is to be introduced, could similar traffic calming be introduced on Siddeley Avenue.

Kind regards

Simon Christie

I'm writing to convey my objections to the latest proposals in connection to Warwick Road.

If the proposals were to go ahead all that would happen is traffic would bypass the measures and move to other residential roads.

I live on Waverley Road which leads into Priory Road. These are residential roads. With on street parking. 2 nurseries and the largest primary school in Kenilworth. If the proposals go ahead what safety measures are being taken to protect the residents from what will become a very busy and highly polluted road?

From what I've read there isn't a significant issue with road safety on Warwick Road, so it's hard to understand why the measures are needed and the lack of foresight that these measures will cause higher risk to other residential roads.

Be interested to here more about the rationale and the statistics, facts and evidence behind it.

Many thanks

Sarah Groves.

I am looking through the plans for Warwick Road and will make a consultation response when I have completed this. I anticipate a supporting response.

However, just in case this needed quick action by yourselves I just wanted to put out what I suspect is an error in the 20mph notices. It refers to Borrowell Lane in numbers 2 & 3 in Schedule 2. I suspect item 3 should read: -

### 3. **Barrowfield** Lane

That length of road from its junction with **Borrowell Lane** in a southerly direction for a distance of 17metres.

I hope that this doesn't affect the project but thought I should raise it as soon as possible.

Kind regards

CLlr Rob Barry  
Kenilworth Town Council

I am a Warwick district council tax payer

Can you advise me of the total discrete cost of the speed cushions and tables that are proposed within this scheme

Given that the legal speed limit will be 20 mph can you advise me why speed cushions and tables are needed

Speed cushions and tables can lead to cars braking and then accelerating as opposed to travelling at a smooth steady pace, have the environmental impacts of increased brake dust and engine emissions from this practice been taken into account

Where has the demand for this scheme originated

Kind regards  
Philip Webb

Thank you for your prompt reply to my email

I assume the £200,000 cost is for the whole scheme, but I really wanted the cost of the speed bumps and cushions itemised out

Reading between the lines there seems to be an implication that the speed bumps are designed to reduce vehicle speeds to below 20 mph, can you assure me that driving in a safe manner over the bumps at the legal limit of 20mph, will not result in any damage whatsoever to the suspension or the tyres of cars passing and re-passing along Kenilworth Main Street

If the objective is to enable pedestrians to cross the road more safely can you advise if more pedestrian crossings have been considered and if not why not? I am concerned that, in my experience, pedestrians tend to regard speed cushions as places where they have right of way when, in fact, they do not; so in my mind proper pedestrian crossings are clearer and safer for pedestrians and drivers alike. I find that in the UK drivers are very respectful of proper pedestrian crossings no matter how frequent or annoying they are

You mention that this is a Casualty Reduction Scheme, what are the casualty instances and types along the scheme route over the past five years?

You did not answer my question about the origins of this scheme, is it being driven by the residents of Kenilworth or from within the Council itself?

Finally, I am aware of the very poor scheme introduced, and regularly repaired, into Warwick's High Street/Jury Street, can you assure me we will not see a repeat of that

Kind regards

Philip Webb

Sir-

As a longtime resident of Kenilworth ( I have lived on Waverley Rd for some 45 years ) I feel I must outline my own personal concerns re the proposed traffic calming measures for Warwick Rd .

Although a reduction of the speed limit to 20 mph through appropriate signage is an excellent move i cannot support the use of raised sections of the actual road itself .By slowing traffic even further these will simply add to pollution levels in the town centre and WILL cause traffic to divert to other "rat runs" in order to avoid Warwick Rd !

Thus both Waverley and Priory Rd will become even busier than they already are and these are residential streets used daily by parents and children attending local schools .As a resident of Waverley Rd I have seen it and Priory Rd become a racetrack for traffic and would estimate the average speed along both to be closer to 50 mph than the supposed legal 30 !! Indeed ,having been on crutches recently whilst recovering from a hip operation ,I found myself having to risk life and limb to cross away from the two pedestrian crossings as some

idiots seemed happy to run one down rather than reduce their ridiculous speed !!  
I fear It is only a matter of time before a child becomes a serious accident statistic along one of these streets !! Accidents on Warwick Rd ( which seem to underpin the proposals ) will only be transferred to these " rat runs" and the former is already much better supplied with crossing points and will have speed reduced to 20 mph. Whats' more the installation of raised areas on Warwick Rd will only encourage more people to " chance their arm " and cross away from the pedestrian lights !! If money is to be spent then increase flashing signage or install a camera on Waverley and Priory !

Mike Smith

Hi

To be really successful please ensure the following is added to the scheme.

Traffic lights at the junction of Priory Road, Abbey Hill, Albion Street junction. This is a major bottle neck and danger for any user who has to negotiate the corner. At present you can take your life in hands.

Regards

David Mitchell

I object to these proposed traffic safety measures on the grounds that they are not an effective use of resources.

According to Crash Map Uk

at <https://eur02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.crashmap.co.uk%2F&data=04%7C01%7Cgrahamstanley%40warwickshire.gov.uk%7C3aac631c47c44dea1d0808d8f066d456%7C88b0aa0659274bbba89389cc2713ac82%7C0%7C0%7C637523671728875397%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikl1haWwiLCJXVCI6Mn0%3D%7C1000&data=qquiM2hNUZDvNYrwlISJIZYaFI66tghPFEdg0afRHc%3D&reserved=0> the majority of

RTA's in Kenilworth town centre, 2016/2020 have occurred on the A452 between the junction with Bullimore Grove and the junction with Waverley Road. This area is not covered by your proposals. You ought to focus on the major black spots.

Two further points:

1. If the west end of Station Road remains closed, as some people want, the proposed pads etc in that area will be irrelevant.
2. I rarely drive along the western end of Waverley Road, but on two occasions recently I have been behind cars that have turned right at the

Warwick Road junction. Some improvement to the no right turn sign is required, but there is nothing about this in your packet of safety measures .

Yours sincerely,

Joanna Illingworth

I strongly support the Warwick Road Safety Scheme. I firmly believe that the Town centre should be about people not cars and traffic. Measures to calm and reduce traffic on Warwick Road will make the town safer and more welcoming for residents and visitors. This can only benefit the local economy as people will be more likely to spend leisure time in Kenilworth. Research shows that whilst measures such as these may initially disperse traffic to other local roads, in the long term traffic will be reduced as road-users will make different choices. I would like to see these sort of initiatives developed, with the introduction of 'traffic free' days, pop-up parks and feeder road closures (i.e Station Rd closure being made permanent and similar for Barrow Rd and others), with the ultimate aim of a 'traffic free' town centre.

Judy Brook

Kenilworth resident and local business owner of Kenilworth Books.

Results of traffic survey conducted at 24 Priory Road between 8am and 9am on Thursday 26/3/21

On Priory Road. :- 478 vehicles( 417cars, 42vans, 11 buses, 4 HGVs, 4 cycles) in 1 hour

Turning in or out of Whateleys Drive junction with Priory Road :- 177 vehicles in 1 hour

Dear Mr Stanley, councillors and interested parties,

I write to express my concern about the proposals for traffic calming measures in Kenilworth. The proposed speed bumps will displace large amounts of traffic from Warwick Road onto Priory and Waverley Roads.

As you can see from the above survey , the closure of Abbey Hill this week has increased the flow of traffic on this part of Priory Road to 8 vehicles per minute, including one bus or HGV every 4 minutes. The amount of traffic on Priory Road has been unrelenting all week, bringing with it danger to pedestrians and increased levels of pollution on this residential road. On occasion traffic has been at a standstill, particularly while buses try to pass each other. We have even had vehicles mounting the pavement. And this was as a result of only Abbey Hill's closure not Warwick Road , which will effectively happen as drivers try to avoid the traffic calming measures suggested in this proposal.

Wednesday morning 8 to 9 am the count was very similar at 457 with 173 in or out of Whateleys Drive . Whateleys is another residential road, housing one of the school entries and it's playing field , which has become a rat run cut through. I wonder what the result of this excess flow has been on the far end of this road and on the school crossing

point at the junction of Spring Lane and Albion Street. I wish I could have also counted the no of pedestrians ( mainly children and parents) facing the hazard of crossing Whateleys at the junction in order to use St Nicholas's main Priory Road entrance) As you can see this proposal needs some proper research done. I would suggest speed humps on Warwick Road will not be an answer to pedestrian safety. When changes were considered last summer, one suggestion was to ensure through traffic did not come through town at all. Was this implemented ?

Please remember that Priory and Waverley may be A Roads but are considerably narrower than Warwick Road. Safety and air quality should be as important here as it is in town, after all children, parents and residents do not have a choice about being here.

Yours faithfully

Marie Stewart  
24 Priory Road  
CV8 1LL  
01926 511178

Sent from my iPad

#### **Why are calming measures necessary?**

1. Warwick Road already has slow moving traffic because of many junctions and pedestrian crossings
2. If the calming proposals are to reduce accidents – how many accidents over the last five years have been because of fast moving traffic?
3. At the moment pedestrians can easily cross the road on numerous crossings and have access to pedestrianised areas at Abbey End and Talisman Square, so do not have to spend large amounts of time on pavements close to traffic.

#### **The consequences of calming measures**

1. Slower moving traffic spending more time on Warwick Road will mean more fumes and more toxic pollution.
2. Traffic congestion will put people off from using Kenilworth town centre as a destination and lead to less traffic and possibly less shoppers.
3. Slower moving traffic will mean pedestrians are walking close to vehicles for longer and this will reduce their enjoyment.
4. The increased congestion and a slower moving flow of traffic will mean motorists will choose not to travel down Warwick Road.
5. The alternative routes parallel to Warwick Road will have increased traffic flow.
6. This will create dangerous problems for residents of what are residential roads and reduce the quality of life on such roads.
7. Priory/Waverley Roads have dangerous junctions at both ends and Station Road in the middle. There is a station with vehicular access needed. There is a school, two nurseries, accommodation for the elderly and the Waverley Day Centre as well as a Church that is used each day of the week.
8. A considerable number of these institutions and those who use them will be affected adversely by increased traffic flow.
9. A consequence of altering conditions in Warwick Road would be the need to change conditions elsewhere, I.e. a 20 mph limit on all central Kenilworth residential roads will be needed.



10. The consequences of this, however, would be more people avoiding the whole of the town centre and even less footfall/tourism etc.

### **Comments**

I am suspicious about the whole scheme relating to alterations to the traffic flow on Warwick Road. I have already questioned why, but my concern is the long term plans and whether these calming measures are a prelude to further changes. There is a growing 'Green' lobby that is also related to cycling issues. There are moves to introduce cycling lanes in the Abbey Fields and my concern is that Warwick Road is part of a continuation of these plans, where in the future Warwick Road will be pedestrianised in some way to suit the perceived needs of cyclists and pedestrians. This of course may well meet the needs of the 'Green' agenda but will achieve nothing more than to destroy the residential aspects of those roads where traffic will be diverted. It will also mean that both pedestrians and cyclists will have to cross ever more congested and polluted side roads to reach the town centre.

### **Conclusion**

It seems to me that making it more difficult for traffic to travel along Warwick Road will have a negative effect on the centre of the town. Less people will travel along Warwick Road and will use nearby residential roads. But if fewer people use Warwick Road because of the difficulties of moving through and around then there will be less tourism and less use of the town centre shops. This will have a negative economic effect.

Roger Smith

You suggest that the proposal for Warwick Road is a casualty reduction scheme and that is the only reason for the current proposals

I wasn't aware that it was a dangerous road or that there were any accidents over the last 5 years that could have been prevented by reducing the speed of traffic. Are there figures available?

The proposal in fact is to make Warwick Road difficult to drive along in order to reduce non existent accidents. This in turn will increase the flow of traffic on roads such as Priory Road where there are far more pedestrians because of a church, a railway station, a school and nurseries. This will increase the risk of casualties on those roads. Does this make sense? Is it really a serious proposal that has been researched by the appropriate council officers?

Roger Smith

Navigating through Kenilworth has become a nonsense. Unnecessary one way systems, main thoroughfare's being "blocked", bus routes

redirected, haphazard no right turn signs, and now the proposition of speedbumps through the main town. No more expenditure of our council

tax should be paid to planning committees that seem to spend their time creating hairbrain, unnecessary changes. It is becoming apparent that there are few people with any common sense making decisions that totally confuse the majority of us living in town. For safety the 30 mile speed limit through town has been adequate for as long as I can remember. The interruption of the flow of traffic with not one, not two but three sets of traffic lights, plus a zebra crossing, should be more than enough to slow traffic down; and if it isn't then it really won't matter how many signs and obstacles are placed around what used to be a fairly easy town to access, drive around and enjoy. There will always be the folk that, as with most things in life, the rules don't seem to apply !!!!! Whilst the rest of us are inconvenienced, winding and bumping around town, those who disregard everything, will continue to do so. In my opinion, there is absolutely no need for speed bumps, (which will more than likely be deemed to be raised too high.....too wide....too close together.....too many..... or too few....) into a perfectly fine thoroughfare....  
Yours sincerely,

Sylvia Winn

**Ref: Proposed traffic calming measures and 20mph speed limit – statutory consultation**

Dear all

As a resident of Priory Road, I would like to express my concerns and objections to the proposals for the traffic calming measures in Kenilworth. My main objection is to the impact such plans will have on the volume of traffic in my neighbourhood and the increased risk it will have to the people, the environment and safety.

The impact of the proposed traffic calming measures will most certainly result in the displacement of traffic down our residential road as people inevitably try to avoid the measures in place. What assurances can you give residents that this would not happen?

Priory Road is already a busy cut-through road and during Lockdown 3.0, traffic levels have increased, including double decker buses (serving the closed station – when will this re-open?) and HGV traffic. This week, it has been noticeably worse due to displaced traffic as a result of the Abbey End road closure. Increased traffic will lead to increased congestion. Air quality will worsen as air pollution and carbon emissions increase. The health of local people and children will be at increased risk, especially when it is happening on the doorstep of a large primary school and early years nurseries.

Priory Road is currently not wide enough to cater for the current traffic it already has. With residential parking on one side, it is too narrow for two-way traffic including buses and lorries. Cars are often mounting the pavement to pass, putting local residents and pedestrians' safety at further risk. Any increase of traffic will make this situation even worse. Priory Road already has a hazardous junction with the Abbey/ Rosemary Hill. Again, the impact of any increased traffic will cause further congestion and confusion at an already known accident hotspot. In addition, what is the likely impact of the traffic calming measures on emergency vehicle access? Where would this traffic go to avoid the traffic calming measures?

I feel that further research and consultation is required to find suitable solutions for all. I welcome the 20mph changes but would like to see this extended to a central Kenilworth area-wide measure. It is unfortunate that Priory Road and other surrounding roads have not been included. What is the rationale for this?

Finally, when changes were proposed last year, through traffic was recognised as a big issue for the town. What has been done about tackling this issue to divert through traffic away from the town centre?

Many thanks for your careful consideration. I welcome your response and support.

Kind regards,  
Bethan & Murat Alper  
30 Priory Road, Kenilworth, CV8 1LL

As a resident of Warwick Road, Kenilworth who has not even been consulted as regards these proposals, can you please provide the evidence that supports these measures?. Personally restriction to 20 MPH will probably create more congestion as traffic builds up, and frustration, leading to carelessness and accidents, and is not better for the environment. I know prevention is better than reaction, but please advise of "true accident statistics". I might also add cars are advanced these days with ergonomic design and high quality warning, brake systems, the 30 MPH has been enforced since about 1910 when vehicles had no brakes and hard tyres!. Please therefore provide the evidence that 20 MPH is actually safer (with data). The biggest danger I see on Warwick Road is people who cannot cross the road correctly, and concentrate more on drinking coffee, or staring at mobile phones.

>

I am a resident of priory road, number 21. I am writing with concern and objection to the planned traffic calming measures on Warwick road.

Whilst I wholeheartedly welcome traffic calming measures in Kenilworth, the proposal falls hugely short of a safe and holistic approach to the town's issue. The proposal will inevitably push the problem to the surrounding roads and into arguably more dangerous territory where hundreds of children attend school and nursery daily, families require 24/7 access and vulnerable persons live.

As a parent of two small children and with on-road parking, my experience is that the traffic, speed and pollution on Priory Road are already at unacceptable levels. HGVs and more recently double decker buses hurtle down the street at all times of day. If they are abiding by the speed limit, then 30mph is certainly too fast for this size of vehicle. The house literally shakes, noise wakes the family in the night and the road itself is not wide enough to accommodate. Cars are having to mount the pavement to pass one another, we have cars parking on double yellow lines and on the pavement at school and nursery pick up and drop offs making it impossible for pedestrians to avoid walking on the road and the blind corner by the station is a serious accident waiting to happen. I understand one of the arguments for traffic calming on the Warwick road is in the name of casualty reduction. Are you prepared to move this risk to Priory Road? I would argue that the risk of a head on collision or child fatality on Priory Road far exceeds any such risk on Warwick Road which is designed for two lines of unobstructed traffic.

I have been abused verbally and my husband almost physically by impatient drivers particular whilst trying to put our children in the car. When it's dark it's impossible. We have cars speeding in the middle of the night, our car has been damaged numerous times and I already fear walking the children to school. Even in that short distance one wrong step at busy times and they're in the path of a speeding car. The road is already unsafe, it already demands measures putting in place and the proposals made will only serve to increase this problem.

We moved to Kenilworth from London to escape pollution and give our family the best start in life, since that move 3.5yrs ago the traffic problem has increased on Priory Road and this is the second time in less than a year we've had to address the local authorities proposing such a nonsensical and short sighted plan.

The stress levels within our community are already at an all time high, are you at all considering the mental health impact you are having on residents by making these proposals? I for one feel incredibly anxious about this for the safety and health of my family and also the economic impact this has on our home. Will you be paying for us to have double glazing or the increase in our car insurance? Will you be making up the shortfall in our house value when the road becomes a rat run?

Traffic calming does need to be addressed in Kenilworth but the whole town needs to be considered. Why is Priory road not? Why are we not included in a 20mph zone? Why can't large thru vehicles be diverted around the town? I do not understand why Priory road is not addressed in these plans - we have a large school, two nurseries, hundreds of residents and elderly residences we are more in need of traffic calming measures than the commercial properties on Warwick road.

I hope you will seriously consider the impact these plans will have on residents of the town Warwick road is meant to serve and that common sense will prevail.

Yours sincerely  
Helen Davies

re Warwick Road Traffic calming scheme in Kenilworth  
from Muriel Johnston 36 Priory Road. 01926853410

As a council tax payer I object to paying for the infra structure including traffic lights at the end of Station Road, speed humps and speed cushions along Warwick Road in that I think that they will cause more stationary traffic and hence more air pollution and have no effect on accidents which seem mainly to involve pedestrians stepping out in front of traffic. They will also discourage traffic from Warwick Road onto nearby residential streets such as Priory and Waverley Roads and Brookside Avenue although the latter is less used by heavy traffic. I am not talking about the present problems due to road resurfacing but to the normal traffic which already includes most heavy lorries coming through. The many pedestrians seeking to cross Priory or Waverley Roads are in a worse position than in Warwick Road due to the speed of the traffic particularly heavy articulated vehicles.

It would cost much less to impose a 20mph limit on the central area of Kenilworth including Priory and Waverley Roads with much increased signing at the left filters onto Warwick Road at the end of Waverley and Station Road with speed cameras on both Priory Road and Warwick Road. This limit would decrease pollution and the chance of accidents involving pedestrians stepping out in front of traffic.

Alan,

I understand that you believe there will be zero displaced non residential traffic onto the residential Priory / Waverley and Bertie road and have shared this with residents of said streets ?

Is this a personal belief / feeling or a firm conclusion based on the council's own report - which says a third of the traffic will be displaced.

Both your opinion and the report can't simultaneously be correct ?

I would appreciate absolute clarity on your position as I understand you are standing down and the potentially flawed choking of Warwick road will likely be your legacy.

If you do feel that there will be no problems I would suggest, as a lay person, you read the report of your experts.

Regards

Charlie

Alan

I refer you to the following parts of the Vectos report: paragraph 21 which states traffic calming will reduce traffic on Warwick Road and figures 11 and 12 of the same report which shows that queueing traffic at the Clock Tower reduces by a third at peak hours. This traffic has nowhere else to go other than the tributaries, it won't evaporate.

I personally would encourage you not to suggest to the residents of the streets that will be affected but there will zero displaced traffic.

Charlie

Graham,

It only takes one person in the crows nest to spot the iceberg.

I refer you to the following parts of the Vectos report: paragraph 21 which states traffic calming will reduce traffic on Warwick Road and figures 11 and 12 of the same report which shows that queueing traffic at the Clock Tower reduces by a third at peak hours. This traffic has nowhere else to go.

Please be assured this isn't a sport or a bit of fun, I'm trying to point out to you that this might be a project, perhaps with all the very best intentions but has potential to have nuanced and complex and not instantly obvious consequences.

Why don't you just put some speed cameras up it would be a lot cheaper and certainly more effective In deterring the pass through non residential traffic to stick to speed limit and you could use the money you generate to perhaps pay for the swimming pool... you would fix two popular problems in one stroke ?

The report clearly says you're going to generate displaced traffic as a consequence of a choke point. And you're going to force this HGV traffic onto unprepared residential streets. It's plainly obvious.

Im Just trying to help you help the residents Who are totally preoccupied with losing their jobs and getting through the nightmare of a pandemic - And may not have realised the small print consequences of the 'at face value' good idea to displace the traffic.

Charlie

Graham, Alan,

Having had my Covid vaccination this weekend the side effect is unfortunately starting to take hold so I apologise my further analysis is a little brief.

The reductions at junction 9 are far less than at junction 1 - in one case an increase, which may question how accurate the modelling actually is. Am I correct that the major contributor has now left the team and the fundamental approach to his work are now not entirely clear ? - I may have misunderstood this it may be the vaccination effect.

In any event whichever way you look at it, a degree of traffic will divert away from the central part of a Warwick Road with a big obstacle course along its length.

Furthermore, it seems no account has been taken of driver behaviour (by vehicle type) - already on social media people have expressed the view that they will seek alternatives. It is reasonable to consider that drivers will not use a 20mph road with speed humps in preference to roads with a 30mph limit and no humps.

For you to believe that traffic will not divert is a little worrying, what's also worrying is that no analysis of which vehicles would be most likely to be displaced as a result of the obstacles to be chosen. Also you have not taken any assessment of the degradation to the quality of life and the environment of the roads which will experience the displaced traffic.

My overwhelming feeling after this exchange is one of disappointment.

Charlie

Having had a look you don't seem to be including on your website the key report around traffic flows forecasts and the essential data that I refer to and that you have happily engaged me in a public conversation with on this thread.

I also have access to a number of reports that you have very kindly supplied me Mr Stanley regarding historical incidents and the causes of those incidents which we have previously discussed on the phone and I suggested the data indicates that's slow speed traffic has actually caused the previous accidents on the high street.

This information is also missing on your webpage.

Therefore the public do not have the information we have discussed.

Is it an error that you have not shared the critical information on displacement or have you decided not to share the critical information for a valid reason we can all agree on?

The other concern I have is the response you gave to the observation around the consequences of 30% reduction at peak times within that report, was not only long complex and very difficult to understand but didn't answer the question I put to you and seemed to focus away from the question and into a separate topic.

Your answer did suggest that you don't appear to know where the traffic will actually go or crucially which vehicles will be impeded by the obstacles and be displaced from the arterial route into the residential streets.

My other concern was the swift dismissal of the use of camera technologies rather than physical barriers to control the traffic, are you saying that only the police are allowed to use camera technologies? Are you not allowed to talk to the police or develop groundbreaking innovative schemes with the police? Are you saying this use of camera speed enforcement is a bad idea vs your scheme or it's just too difficult for you to do?

Do you agree or disagree that the reported 30% displacement Identified in the report could spread to roads as far east as Farmer Ward Road and across to Brookside/Siddeley/StNicholas/Mortimer and in all areas there are nurseries, schools and older people's facilities .....which would also benefit from 20 mph in a fully considered plan.

And let's be clear at this point that I do not necessarily have an objection with an attempt to safely and intelligently control the traffic flow but I have a major objection to is the active avoidance of any of the consequences and the required mitigating actions that would enable you to proceed with your scheme in a harmonious way.

Whilst I had a concern previously this is now developed significantly and would strongly advise the council members CC to this note to consider carefully what I have said and if they want to give me a call I'll be more than happy to have a discussion with them.

I have included CC to this note Mr Garsed from the ROCK group.

Charlie Whitewood  
07483 264825

Let's be really clear about this I didn't say the scheme shouldn't go ahead. I'm asking you questions that you are now refusing to answer or can't answer robustly.

Please do publish all of the the papers on the website Graham ideally immediately to help the impacted residents make an informed judgement based on all of the available information.

Anyone that lives in Kenilworth on this note should now be under no illusion whatsoever that you really don't understand this town or it's traffic flows based on the answer you gave in your third paragraph "...I can't see how it will displace traffic..." - this is called an



unconscious bias . Graham, every single time you have shared any of the additional information with me you have it has further persuaded me that you don't know what the impact is going to be.

Please do publish all of the the papers.

Charlie

Dear Mr Stanley,

I live in Bertie Road Kenilworth, and will be submitting a response to the consultation later today.

I would like to know how the consultation is to proceed, and how and when the decisions will be made. I very much hope that a site visit will be made as without doing this it is impossible to really realise the issues that the residents of Bertie Road are concerned about.

Yours sincerely

Dilys Skinner

As a resident of Priory Road Kenilworth, I must register my concerns and objections to the proposals outlined to introduce traffic calming measures in Warwick Road Kenilworth.

My objections are based on the inevitable impact such plans will have upon the volume of traffic in the surrounding residential roads. These roads are already very busy and suffer high levels of pollution. There are also many safety issues for both the people who live in these roads and the people who use them.

The children who attend St Nicholas School, attendees of the 2 nursery schools in Priory Road, the council one in Birtie Road, the users of the Waverly Day Centre and last but not least the students going to and from the High School and 6th form. The junction of Station Road, Priory/Waverly Roads is a pinch point where the children cross the road to use the station footbridge. It should be noted that the pedestrian crossing here is near a blind bend. I did a head count of children passing the house this morning there were 156. When covid restrictions are over, this footfall will inevitably increase. As it will when the new High school/6th form is opened in Glasshouse Lane.

At the moment there are no plans to reduce the speed limit or traffic volume in Priory/Waverly Roads, as there is for many other surrounding residential roads. I consider this a huge oversight, which will have a catastrophic impact on the lives of the people living in these roads.

Due to the diversions already in place because of the road works at Abbey End. The traffic along Priory/Waverly Roads has increased substantially. Large HGV Vehicles cannot negotiate the essential 'On Street' parking and course backlogs in either direction, plus the additional traffic exiting Station Road from the car parks and the addition use of the pedestrian crossing by the passengers from the extra buses stopping at the Railway station. There are times when there is total grid lock at the Station Road/Priory/ Waverly road junction. I fully appreciate this is a temporary problem due to the road works but this an

indication of the impact an increase in the volume of traffic, which will naturally divert, [everyone has a satnav], to avoid the road calming measures in Warwick Road, will have on these residential and I stress RESIDENTIAL roads.

I totally disagree that there are any traffic problems in Warwick Road that the 20mph limit has not already addresses. It is also well known that traffic humps increase pollution. The accident report implies that most of the traffic accident were either human error or caused by jaywalkers there is no mention of car speed.

If there are to be any changes, they should incorporate all the residential roads in central Kenilworth as a whole and not as separate issues.

Rachel Alexander  
95, Priory Road.  
Kenilworth.  
rachelalexander7@hotmail.com  
07823741546

Dear Mr Stanley, just to say that I support Dilys Skinner's approach to traffic calming in Bertie Road.

I live in Bertie Court, virtually opposite the Waitrose store. Often, as a pedestrian, it is impossible to see what's coming down Bertie Road, owing to parked vehicles, when I want to cross the road from the court.

During the fourteen years that I've lived here, not only has there been a substantial increase in road traffic, but also an apparent disregard for the street's residents by impatient drivers.

Yours sincerely, Keith Deane (4 Bertie Court).

Sent from my iPad

Dear Mr Stanley,

re Consultation on Traffic Flow in Kenilworth

I write in response to the consultation on the 20 m.p.h limit proposed for Warwick Road Kenilworth and the creation of speed bumps and pillows in connection with this scheme. I am in favour of the speed limit but have not seen any evidence to justify the creation of speed bumps and pillows.

The scheme as presented fails to seize the opportunity to address the issues of traffic flow and public safety in the town centre of Kenilworth

I live in Bertie Road and my comments are related to the issues that we have in Bertie Road. There is a very definite community concern in the road that vehicles do not proceed down the road with sufficient caution. There are 4 public services and Waitrose at the end of Bertie Road. Accessing the Nursery School, the Surgery, the Pharmacy and Tannery Court involves movement in and across the road by children and adults, many of whom have mobility issues. Traffic going to Waitrose is often unaware of the possible hazards these children and adults pose. A 20 m.p.h. limit in Bertie Road would highlight that this is an area where slow and careful driving is essential. This was definitely not the case in December when a dog belonging to an elderly resident was killed on the road outside the pharmacy, and where vehicle speed was witnessed as a factor in the accident.

The situation is not good now and there will be even more difficulties when the Nursery School and the Surgery are fully open after the pandemic restrictions are limited. A 20 m.p.h. limit would act as a warning for drivers, cyclists and pedestrians to be careful.

By installing a 20 m.p.h. limit in Warwick Road and not in other local streets there is a significant risk of 'rat run' traffic using Bertie Road, and other roads. . This was evident during recent road works when traffic came down Bertie Road and then North through the car park. If the car park is a designated 20 m.p.h zone (as in the proposals) then it is logical that Bertie Road should be as well.

Yours sincerely  
Dilys Skinner

Dear Graham,

Is there any possibility please of extending the deadline for responses to the consultation by one week until 16th April? I'm aware that many central Kenilworth businesses and shops will not be returning to operation until 12th April.

With best wishes,

Richard

Dear Mr Stanley

I have been receiving information on the plans to make Warwick Road safer for pedestrians and cyclists from Andy Garsed of ROCK and also from the Liberal Democrat Councillor, and as a long-term resident of Waverley Road am getting very concerned about the huge increase in traffic that has occurred over the past couple of weeks down our road.

It seems that every time there is any sort of work done on the Warwick Road everything gets diverted down Waverley including vast quantities of buses over the past couple of weeks (as my lounge fronts onto the road I made a note one day and 19 buses – mainly double-deckers and almost all empty – passed by in an hour). As numerous cars and vans park down my side of the road this makes for a great deal of jockeying for position for vehicles to get along the road especially when buses, tractors and other large vehicles from both directions try to get past without damaging the parked cars. It also makes crossing the road to walk up town for those of us on the uneven numbered side sometimes almost impossible and it can only be a matter of time before someone gets run over. This increase in traffic is also causing a huge increase in noise (despite us all having double glazing).

If speed humps are introduced down Warwick Road from the clock to the entrance to Waverley it is obvious that a great deal of the traffic from Coventry which would normally use that road is going to divert itself down Priory and into Waverley. If this is the case do you have any plans to ensure the safety of the residents by reducing the speed limit along Waverley Road? Surely a fairly narrow residential road should not be expected to take the burden of diverted heavy traffic.

With three sets of traffic lights down the Warwick Road between the clock tower and the Waverley Road entrance it is up to all of us to use those when shopping and for cyclists to ride sensibly through town rather than speeding along as if the street belongs to them. Waverley Road is a residential road with many children and dogs and several people who have to use a mobility scooter and I really do not see why we should be subjected to fast moving, dangerous traffic while the shopping street with its pedestrian crossings should be given all the attention.

I realise the Council is trying to make the town safe for pedestrians and cyclists – however, I am a pedestrian (with no car) and I cannot get across the road easily in my own residential street. In fact I am now seriously considering moving away from the area after living here for over 30 years.

Yours sincerely

Liz Berry (Mrs)  
51 Waverley Road

Dear Chris

As a very new resident of Kenilworth I am writing to object to the plans for traffic calming measures on Warwick Road and adjacent streets on the grounds that this is a waste of public money. There has been a 20mph speed limit on Warwick Road for several months now which seems to be working well – and even without it the traffic rarely moves at any great speed due to volume, traffic lights and the pedestrian crossings.

At a time when public resources are very stretched due to the on-going impact of Covid restrictions, I feel this money could be very much better spent.

AnnBailey  
48 Fishponds Road  
CV8 1EZ

Dear Mr Round,

I am writing to express my concern at the proposed traffic calming schemes for Warwick Road in Kenilworth.

I agree that something needs to be done to address the problem of traffic on Warwick Road, and also the volume of large heavy goods vehicles which use the road, but I am concerned that the proposals will only lead to the displacement of the traffic to the nearby residential streets. If these measures go ahead along Warwick Road, then the installation of 20 mph speed limits and speed cushions should also be considered in the surrounding residential roads in order to discourage traffic from finding alternative routes through these residential areas.

I trust my objection will be taken into account.

Regards

Joanne Hall  
3 Siddeley Avenue  
Kenilworth CV8 1EW

We need the road not just to have 20MPH Signs as you enter the 20 zone but on the road large white signs as a reminder to drivers.

The last thing we need are speed humps this not a speed way traffic tends to keep to the

👉☐Speed limit

Sent from my iPad

Brian B Wood  
2 Highfield Close  
Kenilworth

re Consultation on Traffic Flow in Kenilworth I write in response to the consultation on the 20 m.p.h limit proposed for Warwick Road Kenilworth and the creation of speed bumps and pillows in connection with this scheme. I am in favour of the speed limit but have not seen any evidence to justify the creation of speed bumps and pillows. The scheme as presented fails to seize the opportunity to address the issues of traffic flow and public safety in the town centre of Kenilworth I live in Bertie Road and my comments are related to the issues that we have in Bertie Road. There is a very definite community concern in the road that vehicles do not proceed down the road with sufficient caution. There are 4 public services and Waitrose at the end of Bertie Road. Accessing the Nursery School, the Surgery, the Pharmacy and Tannery Court involves movement in and across the road by children and adults, many of whom have mobility issues. Traffic going to Waitrose is often unaware of the possible hazards these children and adults pose. A 20 m.p.h. limit in Bertie Road would highlight that this is an area where slow and careful driving is essential. This was definitely not the case in December when a dog belonging to an elderly resident was killed on the road outside the pharmacy, and where vehicle speed was witnessed as a factor in the accident. The situation is not good now and there will be even more difficulties when the Nursery School and the Surgery are fully open after the pandemic restrictions are limited. A 20 m.p.h. limit would act as a warning for drivers, cyclists and pedestrians to be careful. By installing a 20 m.p.h. limit in Warwick Road and not in other local streets there is a significant risk of 'rat run' traffic using Bertie Road, and other roads. . This was evident during recent road works when traffic came down Bertie Road and then North through the car park. If the car park is a designated 20 m.p.h zone (as in the proposals) then it is logical that Bertie Road should be as well. Yours sincerely Dilys Skinner

Good afternoon,

I am 1 of the residents on the Giratory .I hay previously seen articles about the Giratory in the schemes for the large housing developments in Kenilworth which mentioned traffic lights at certain junctions.I am not sure if and when this might happen but I think some thought ought to be added to the present calming measures in that the speed limit on the Giratory ought to be 20 mph.In addition some form of traffic calming should be considered as many drivers take the bend far too fast and there have been many instances of accidents and close shaves due to excessive speed.

I would welcome your comments on this and whether any consideration will be given to the problem

Kind regards

Steve Lewis

204A Warwick road  
Kenilworth  
CV8 1FD

**Subject:** Warwick Road, Kenilworth - Proposed Traffic Calming Measures

Dear Monica,

Regarding Graham Stanley's plan to build a series of obstacles on Warwick Road to choke the non residential traffic on the main arterial route.

To enhance the live consultation I asked Graham to publish the WCC attachments provided in order to help the residents of Kenilworth better understand how the scheme will displace non-residential traffic away from the main arterial route and into the residential streets that are not currently part of any calming scheme as a consequence of the displacement.

So far no sign this will happen.

One of the reports suggests that 30% plus traffic could be displaced at peak times but it makes no direct comment about where it will go or indeed which types of vehicles would be displaced by these obstacles. Given the very small number of roads surrounding Warwick Road the displacement has only a few routes potentially including Station Road.

I can fully understand why these documents are not available publicly at this time if the council has a preference to pursue the scheme regardless of consequence as the analysis does open up more questions than it closes off.

As you live in central Kenilworth you will understand how the traffic flows are sensitive to disruptions especially on Warwick Road.

Graham Stanley told me in a public email chat trail , with a number of others, that he couldn't see how disruption would happen.

The attached data also includes actual recorded traffic incidents with pedestrians on Warwick road. I will leave you to read the data but my analysis of these data sets suggest that low speed traffic actually caused the main incidents.

Given the obvious displacement impact the road obstacles will have in choking Warwick road combined with the counter intuitive findings in incident data I would urge the council to make this information available and make steps to publish the fact that additional information has been made available.

Can I count on your support to have these documents made live on the consultation and that the inclusion of this new material will be published?

People have been really struggling throughout this pandemic some people are frightened about their jobs and most people are just trying to get through this nightmare we are all living through , This road scheme might not be on the top of the list of Things to think about But giving them every opportunity to understand consequences & impact I personally think is a good idea.

I do hope you find this feedback useful.

Kind Regards

Charlie Whitewood  
29 Waverley Road  
Kenilworth  
CV81JL  
07483 264825

Thank you for your reply.

Given a lack of a cost breakdown I will assume that at least 75% of the cost will be the speed bumps, speed cushions and related groundwork's.

On the question of damage to cars driving over the speed cushions at 20 mph, can I ask the question again assuming the vehicle concerned to be a brand new four seater family car.

I understand the issues around more proper pedestrian crossings, but still worry that pedestrians will still regards speed tables as quasi crossings.

The accident data used to prepare the scheme is interesting.  
I was surprised the data used was three to seven years old

Sent from my iPad

Dear Mr Whitewood,

I have spoken with officers and the intention is to upload to the 'Warwick Road Kenilworth' Web page all the documents which you have requested. I hope this will demonstrate that the consultation is open and transparent. I believe the webpage has been updated early this afternoon.

In addition, we are also extending the closing date of the consultation to 16th April 2021, in order that businesses on the Warwick Road, opening on 12th April will be able to comment on the proposed measures.

I hope you find this acceptable.

Regards,  
Monica

Graham,

I thought it was best just to come directly to you alone with this information in the first instance.

I know that you had a joint KTC / WCC consultation in 2019 and you set great store in that.

Now I've had a moment to look at what actually happened in a little more detail I thought I should come back to

September 2019, was half a day, attracted just over 60 people of which just over 50 commented.

No option of 20mph only was offered - all options included humps or a narrowed carriageway which was later withdrawn as an option. Therefore both options for reducing speed included humps/raised tables so respondents were already being 'directed' to a certain conclusion from the outset.

They record that 17 selected option 1,  
They record that 20 selected option 2

Figures provided by WCC seem to have minor differences from that they record 19 for both option 1 and 2.

This is not the extraordinary local support I was expecting Graham, that you have claimed in a number of emails and elsewhere.

As I understand it many comments expressed concerns on rat runs and pollution - those concerns do seem to have been missed or lost ?



How can you claim this particular scheme has the overall support of residents when this conclusion is based on extraordinarily low numbers and so evenly distributed is interesting.

I'm always prepared to admit that my information might be inaccurate as I wasn't actually there, but I felt it was important to come to you first as you might have information that I'm not aware of that does indicate the sense of support that you have expressed .

I do hope you appreciate the conciliatory spirit of this email, and would be happy to any information to correct or corroborate the above summary.

Many thanks

Charlie

Sent from my iPhone

I strongly object to these proposals. I'm guessing I'm not the first!

1. The whole project is totally unnecessary and smacks of a vanity project (think HS2)
2. The 20 mph speed limit on Warwick Road is more than enough for what you are trying to do and even that is unnecessary. Pedestrians not using designated crossings cause a lot of the problems. It's not unusual to see people walk in to the traffic with their backs to the road.
3. There is no consideration for the volume of traffic on side roads , that will become rat runs.
4. Speed bumps cause mechanical damage to cars if you are forced to use them a lot. The claims against the council for damage to cars will be extensive.
5. There are far more important and necessary projects to put the money on. How about social care for example?

Steve Proctor

--

Regards

Steve Proctor

Dear Mr Stanley,

As a resident of central Kenilworth I wanted to express some concerns about the effect of proposed traffic calming measures on Warwick Road.

Whilst I have no objections to traffic calming per se I am worried about the likely diversion of traffic to residential streets both during and after construction as detailed by a fellow central Kenilworth resident Richard Wallace in his scrutiny of the documents that have contributed to the councils work so far.

We live at 40 Waverley Road near the junction with Bertie Road and regularly have to contend with speeding cars in both directions. Cars travelling towards Priory Road regularly speed round the slight bend in the road at Bertie Road making it it perilous for us trying to reverse backwards into our drive. I often have cars trying to overtake me whilst performing this reversing manoeuvre making it dangerous both for myself and oncoming traffic. We always reverse in to the drive as it would be too risky to reverse into the road to leave our property due to the speed that cars come along the road.

It is noticeable whenever Warwick Road or Abbey Hill is closed we have a considerable build up of traffic on Waverley Road.

Prior to lock down, early morning rush hour and school run time could see another peak of cars queuing to get onto Warwick Road from the end of Waverley Road and as lock down eases this traffic congestion may well increase, increasing pollution from slow moving traffic and making the road more dangerous for residents and pedestrians.

I share the concerns that if Warwick Road traffic is slowed as a consequence of the planned traffic calming scheme then alternative routes including Waverley Road and Priory Road will be favoured by drivers who will want to avoid the speed bumps. This may perversely cause an increase in traffic making residential streets more polluted and unsafe due to increased traffic volume on these roads with no speed mitigating measures.

Currently the traffic on Warwick Road is already slowed by several traffic light controlled pedestrian crossings and the straightness of the road gives drivers good visibility for seeing on-coming hazards unlike the Waverley/Priory Road and Brookside / Siddley Avenue routes that have several twists in the road plus parked cars that are more hazardous to drive past.

I hope these points can be added to the contibutions you have had so far during the consultation process,

Yours sincerely,

Dr Catherine Dallaway

Dr Catherine Dallaway

As a resident of Kenilworth I am appalled at the prospect of money being spent on speed bumps on Warwick road.

I regularly drive along Warwick Road and can't think if the last time I got to more than 20MPH. Lights buss stops and delivery vans parked up. What evidence of speeding does the council have or is it an accident black spot?

Speed bumps = rat runs so will just move any issues to residential streets so just moving any problem if there is a problem in the first place.

So don't know why the council have a solution to a problem that does not exist.

Graham Jenkins

Dear Graham,

Is there any possibility please of extending the deadline for responses to the consultation by one week until 16th April? I'm aware that many central Kenilworth businesses ad shops will not be returning to operation until 12th April.

With best wishes,

Richard

Graham

Could you just clarify for me what information the council holds regarding any previous engagement with Kenilworth regarding the scheme ? I'm talking about the source of the results & the preferences that you've mentioned that people have expressed ?

I'm just a member of the public so anything I might hold or have been told is not a formal record.

The whole purpose of my email was to gain clarification about what actually happened as I'm making the assumption that you are the formal record keeper which is why you've been talking about what peoples preferences are?

I'm just trying to help Graham and I want to make sure that anything I refer to is correct, if you look at my email I was pretty clear in saying that my information might not be accurate and requested clarification from you ?

So for the purposes of clarity, could you share with me any information you have regarding the preferences that were expressed as well as any other feedback regarding the various schemes during any consultations you had on the subject with the people of Kenilworth?

Hope this is clear

If it's not please do give me a call

07483 264825

Charlie

Dear Graham,

With regards to the proposed traffic calming on Warwick Road in Kenilworth I must object strongly to this unless the impact on the parallel streets is considered and mitigated.

Making Warwick Road less attractive to heavy or fast moving vehicles will simply shift the issue onto surrounding residential streets.

A proper town traffic plan is required which reduces speed and emissions for everyone in the town, not just those operating or visiting the businesses on Warwick Road.

Yours sincerely

Ewen Anderson  
14 Waverley Road  
Kenilworth  
CV8 1JN

Dear Ms Fogarty

R.O.C.K Residents Association (Residents of Central Kenilworth) was set up in 2004 to give concerned town centre residents a voice over the proposed ten phase redevelopment of the centre of town. Nobody knew about Waitrose then and there was a genuine worry about the impact of traffic and parking and many other issues. We represent a considerable number of residents in the town centre.

Over the years of our involvement in the redevelopment of the town and other issues this has resulted in close relationships with council officers and our elected representatives in arriving at fruitful and positive solutions to issues raised in a non-confrontational manner, which was to everyone's benefit. In particular, there was very good cooperation between WCC officers, Councillors and ROCK discussing the options before the existing town centre traffic management plan was implemented with an appropriate residents consultation in 2007. As a result of the balanced and measured approach that ROCK have taken, we have been listened to many times over the years.

This has all worked because of the open relationship between us and we are a little concerned to hear that there may not have been full disclosure of relevant information regarding a report on the potential for the displacement of traffic and associated speeding onto surrounding residential roads from this proposed scheme. We respectfully ask that this is made available because it will aid residents, who are understandably very anxious, to make an informed and proper comment on the scheme.

In the light of the last paragraph and that the earlier 2019 consultation attracted a limited number of responses, residents now find it hard to reconcile the statement made by WCC (and copied onto the Kenilworth Town Council website): *"There has been a Public Consultation on these proposals, and the response from the Public, Businesses and the residents of Kenilworth and around has been very supportive of these proposals"*

I understand that the consultation is now being extended until the 16th April and we welcome this.

R.O.C.K will be submitting a full report in due course.

Kind regards  
Andy Garsed  
vc R.O.C.K  
5 Southbank Road  
Kenilworth

cc. Richard Palmi, Chair, ROCK  
Cllr Alan Cockburn  
Graham Stanley, WCC  
Cllr K Dickson, Cllr J Dearing & Cllr J Cooke

I have lived in Bertie road for the last 40 years and it has gone from a lovely residential road to a race track. Drivers coming in to Bertie road from Waverley road know it's a one way system and thinks it gives them the right to speed round the corner knowing no one is coming the other way. Unfortunately there are some drivers who have lost their way and do occasionally come down the wrong way as do cyclists taking a short cut. When Waitrose was first proposed on the plans which me and my late husband went to see, there was a speed hump at the entrance to Bertie road from Waverley road but this was not executed. Not only that but it was agreed that Waitrose delivery lorries should go all the way round and not come into Bertie road, but after a good start we are now seeing more big lorries racing up the road. I know we can't live in the past but I think Bertie road residents have been treated very shabbily by the council and to some extent by Waitrose. I think that unless a 20 mile limit is put into place there is going to be a very bad accident. There are lots of young families now living in Bertie road and it must be a nightmare for them.

Sent from my iPad

Dear Chris Round,

As a resident of St Nicholas Ave, Kenilworth, I am very concerned that any raised features (which make driving awkward and uncomfortable) on Warwick Road will lead to local traffic avoiding Warwick Rd and using adjacent residential roads like ours as an alternative route. We also have a primary school close by and this road is already fairly busy.

While I support the continuing 20mph speed limit, I am very concerned about the other proposals.

I previously suggested half way refuges for pedestrians to make crossing the road easier. This works really well near to the Waverley Rd junction. Why can't this be used between Barrow Rd and Station Rd, which is a busy site for crossing?

Surely this would be more cost effective and safer than raised tables.

Yours sincerely,

Gail Barnett

**Subject:** High Priority/ Meeting request: Warwick Road consultation - Jeremy Wright MP

Dear Mark,

Jeremy has received correspondence from a number of his constituents regarding the Warwick Road consultation. We understand that the consultation closes on Friday 9<sup>th</sup> April.

In light of this, Jeremy would be grateful if we could arrange a telephone call for him to speak with either you or a member of your team to discuss this matter next week, ideally on Wednesday or Thursday. Please do let us know if that would be possible.

I am copying in my colleague, Elisabeth Beloten. I will be out of the office next week and Elisabeth will be managing Mr Wright's diary and assisting with this matter.

If your office could confirm receipt of this email that would be very helpful.

Kind regards,

Jessica

Jessica Vining  
Chief of Staff  
Office of Jeremy Wright QC MP  
Member of Parliament for Kenilworth and Southam  
01926 853650

Hi Chris,

I am totally against the speed bumps proposed in Kenilworth.

There is presently a 20mph restriction and within a 300/400 metres there are 3 crossings so getting across the road is not a problem. Introducing them would only create traffic build up especially when people start working at business premises again. We are already seeing more traffic diverted into Kenilworth from the university area and moving forward due to the additional housing which is going up, the infrastructure of Kenilworth is going to be stretched. Roads were not meant to have bumps in, it also ruins your car.

The build up of traffic which it would create will then start to divert around the housing estates which could then cause more issues regarding safety of others.

I do not disagree with safety measures, I strongly feel camera's ( with an average speed) would be so much better for the flow of traffic. Don't make the town a bottleneck.

Regards, Julie

Hello Chris,

Please find my comments regarding the traffic calming proposals for Kenilworth.

I have only lived in Kenilworth since December so I only have limited experience. However, during this lockdown I've taken the opportunity to go for walks around the town in my lunch breaks etc. I also cross Warwick road on the school run by foot once or twice a week. My observations are based on what I've seen on these trips.

From what I've seen I can't see how traffic calming is needed. There are so many side roads, traffic lighted junctions and pelican crossings, I don't think I've seen the traffic getting anywhere near the 20mph speed limit.

It doesn't appear that this is intended to reduce the total traffic through Kenilworth. And with no other sensible alternative to get to places such as Balsall Common and Honiley I can't see how it would. What it may do is get traffic displaced to the residential roads which would not be ideal.

My final observation on the "high street" would be wider pavements may make it a more pleasant environment, but with the space available I can't see how this would be achieved.

Yours Sincerely

Steven Simpson

Hi Chris

I trust you are well

I would like to object to the proposals by WCC on several grounds.

Firstly, your own modelling on the impacts of pollution shows an increase when in an era of trying to reduce pollution any proposed scheme should surely facilitate such a goal rather than be a detriment thereof.

Secondly, the need to bring about these changes on the bases of road safety seem to be a bit exaggerated. To get just a speed camera installed usually takes fatalities or a number of serious injuries. Your evidence does not seem to support this level of risk.

I would therefore propose that you install average speed cameras at top of The Square and at points running down Warwick road to junction of Waverley road which will ensure adherence to specified speed limits. Far cheaper, pollution neutral and revenue generation for infringement.

Regards Phil

Phil Salinas  
Director  
Coleshill Mortgage Services Ltd  
126 High Street, Coleshill, B46 3BJ  
01675 467196 (office) 07795630520 ( mobile)

Dear Mr Stanley, We approve of traffic calming in Kenilworth but feel that speed humps etc in Warwick Rd are unnecessary as there are already 3 pedestrian crossings and 1 set of traffic lights and a 20mph speed limit would be sufficient plus possibly speed cameras. However we would also ask you to urgently consider a 20mph limit in BertieRd. We have a school senior citizens residence, a doctors surgery , a pharmacy, a school and Waitrose. There are older residents and children frequently crossing Bertie Rd. Thank you for your consideration. Bill and Gill Shaw. 27 , Bertie Rd. CV8 1 JP

Sent from my iPhone

Hi Graham,

Thanks for your email.

Your statement, that “the independent report we commissioned to look at traffic migration didn't support that traffic would use other local roads” is not true unfortunately. The report looks at whether there is an impact on total journeys and average journey times across the



wider Kenilworth & Stoneleigh area. This assessment is not specific to the impact on local residential roads. The impact on local residential roads should be assessed. Please can you clarify this comment to the Portfolio Holder?

All the community want is Waverley-Priory Road to be included in the traffic calming area.

Regards,  
Jamie Bradley

Dear Mr Stanley,

Thank you for your email.

With respect to the cost of the speed bumps and tables I will assume that their cost together with the associated ground works is around 75% of the overall cost.

With respect to the question of driving with no damage over the cushions and bumps I would ask the question again and ask that you assume the vehicle in question to be a brand new four seater family saloon of good quality such as a VW Golf.

I understand the issues surrounding more official pedestrian crossings but I am still concerned that the speed tables may be regarded as quasi crossings.

Thank you for the accident data used in developing the scheme, I did find it interesting. I was surprised the data used was between 3 and 7 years old. I did look at the 11 instances that occurred along the scheme route over the 4 years in question and made the following observations.

The serious injury at The Square was a low speed impact caused by pedestrian error.  
The three slight injuries at the Station Road junction were caused by illegal right turns by cars probably travelling at low speed as they had just left the junction.  
The mobility scooter/ stationary pedestrian incident in Talisman Square should probably not be included  
The Warwick Road/Eagle Lane incident sounded like a potential suicide attempt!  
Some of the others seem to be older pedestrians walking out in front of cars

I am not underplaying the accidents themselves, but trying gauge how cost/effective the scheme may be by considering whether or not the proposed scheme could have prevented the accidents that are being used to justify the scheme

On that note is there a target or measure of success that will be applied to the scheme.

I will be interested to look at the casualty stats in a few years time.

With respect to the Warwick scheme, I seem to recall that there were problems with the block work on the speed tables and the keep left signs seem to be hit regularly. But I will take your word for the fact the no work has been required for 5/6 years. What was the overriding objective of the Warwick scheme and has that objective been met?

Kind regards

Dear Mr Stanley,

I am in favour of reducing road accidents. I therefore find it difficult to believe that the 20mph zone will not include all of Warwick Road down to St John's gyratory. The stretch from Waverley Road towards the south east includes 4 junctions, the entrance/exits to a housing development, petrol station and pub. It is also well used by school children. Permitting vehicles to speed up long there is nonsensical.

The listing of accidents to support the case for preventative action seems somewhat flawed by including incidents in unrelated areas and for reasons which would be unaffected by the proposals.

A better way to aid pedestrians crossing the road would be to provide central crossing islands. This has a number of benefits over tables or humps in that it allows the crossing process to be divided into two parts, provides a clear visual indication of where to cross and narrows the road thereby reducing traffic speed (it is well known that speed reduces as the road narrows). In addition, the current light controlled crossing points should be reprogrammed to react far more quickly (ideally instantaneously) to a pedestrian pressing the button to cross. Having to wait just reinforces the feeling that the vehicles have greater priority.

Table and humps are an additional hazard to cyclists who tend to avoid them by riding on the pavement.

Finally, I would be interested to know what plans have been made to enforce the 20mph limit? How many prosecutions for speeding have occurred under the current 20mph zone?

Regards  
Peter Gebbels

Dear Mr Stanley,

I am writing to support comments you will have already received about

the above.

The proposed 20 mph speed limit seems eminently sensible but I consider that the inclusion of speed humps is unnecessary and will prove counter productive as through traffic will seek to avoid them.

I live in Bertie Road where there is still a 30mph limit. I anticipate that displaced northbound traffic will be tempted to use this road as a speedier and more comfortable alternative to the Warwick Road . If, however, Bertie Road was also designated as a 20 mph road this temptation would be eliminated. Residents, including the elderly in Tannery Court, together with the numerous visitors to the busy doctors' surgery and pharmacy and the Nursery School would be further safeguarded.

A considerable proportion of traffic in Bertie Road is of course, heading for Waitrose. We are very aware of speeding amongst this group, many of whom are not local and don't take account of the number of potentially vulnerable pedestrians needing to cross the road to the facilities I have mentioned.

I hope the current consultation will grasp the opportunity of taking a wider view of town centre traffic management and not create further problems in attempting to solve a single one.

Yours sincerely,

Janet Ainsworth

25 Bertie Road

## Warwick Road Traffic Calming Scheme

Response from:

Cllr Kate Dickson (District St John's District, Borrowell Town),

Cllr Richard Dickson (District & Town St John's)

Cllr Andrew Milton (District & Town St John's)

Cllr Sam Cooke (Town St John's)

Cllr Graham Hyde (Town Borrowell)

Cllr Alan Chalmers (Town Borrowell)

During the consultation period we have made significant efforts to engage local residents to seek opinions, doing so in a way that has been extensive but has aligned with the current Covid restrictions. This has included distributing information leaflets to c1000 homes and businesses in the impacted areas, holding an online meeting with residents, consulting on doorsteps and responding to email enquiries. This response is a consolidation of responses from residents and local businesses as well as thoughts on possible alternatives.

It should be noted that this is one of the issues which has caused the most significant volume of correspondence from residents in recent months so there is clearly a large amount of interest in the scheme.

#### Proposal for a permanent 20mph Zone

Reducing speed limits to 20mph enjoys widespread support from residents. The main challenges relate to the extent of the zone and there is a strong (unsolicited) desire to see a 20mph limit extended further across the town.

#### Proposal for traffic calming measures

Installing physical measures is much more divisive. A handful of people support the idea but the vast majority of local residents we have spoken to are against the installation of physical traffic calming measures. Objections fall into three main categories.

##### 1. Impact on the environment and air quality

Many studies have highlighted the negative impact on air quality and pollution of introducing speed bumps. These measures often cause a slowing of traffic followed by rapid acceleration between speed humps which increases the amount of emissions generated. The Warwick Road is already an AQMA with emissions very close to exceeding the legal limits. WCC's own report recognizes that emissions will rise and this is unacceptable at a time when we should be doing everything to improve air quality.

##### 2. Risk of traffic displacement

A major concern for residents is the risk of traffic displacement into adjoining roads in particular Priory Road/Waverley Road, Farmer Ward Road and Brookside Ave/Siddeley Ave/ St Nicholas Ave/Mortimer Road.

These roads are already busy rat runs used by drivers wanting to avoid the Warwick Road. These are residential areas which contain a number of sensitive sites including schools,

nurseries and old people's residential complexes. Residents already have concerns about the amount of traffic that is diverted down these roads including the attendant problems of speeding, safety and the potential impacts on air quality of even more traffic.

The Brookside Ave area is already expected to see an increase in traffic being generated by the District Council's plans for expanding sports facilities at the Castle Farm site. The first part of this development is already forecast to generate c500 additional traffic movements everyday and this will be added to by the addition of the Wardens development.

### 3. Failure to resolve the perceived issues of safety

Whilst the majority recognise that improved safety is a good thing it's not clear how these measures will actually resolve the issues that they claim to address. One of the accidents cited as evidence was a collision in Talisman Square and others relate to traffic illegally turning right out of Station Road. These latter would be resolved by retaining the current closure of Station Road.

#### Specific issues raised by local businesses

It has been a difficult 12 months for our local businesses and there are serious concerns that these measures will threaten their ability to recover from the pandemic as work will cause considerable disruption. Kenilworth will also be impacted by significant road closures during the progress of HS2 and there is a further risk that the town will appear to be 'closed' just when we need the opposite to be true.

#### How could this scheme be made better?

We recognize that these schemes are never easy to design and implement successfully and that council officers have brought forward a scheme intended to make a positive impact on the town. Unfortunately it appears to fall short in a number of key areas.

With the increase in the population of Kenilworth over the next 5-10 years this scheme does nothing to address the fundamental problem that we have too much traffic in the town. It risks being another patch which results in increased pollution in our town centre, pushes more traffic into residential roads and damages the recovery of our local businesses. Any new highways infrastructure in Kenilworth needs to take an holistic approach.

We would urge the County Council to begin the process of developing a strategic transport plan for Kenilworth:

- Firstly building a greater understanding of the traffic in our town, the source of it, the destination of it and the balance between through traffic, commuting traffic (to/from) and internal generated journeys.
- We would encourage the County Council to take steps to address the problem of through traffic in the town. This could involve the re-configuration and reclassification of the road network in the local area to direct through traffic down more appropriate routes. Weight restrictions should also be considered for large vehicles not delivering to the town itself.
- We would like to see an investment in the commuter infrastructure of the town in particular improvements to bus services and a reinstatement of the rail service. The latter needs improvements in reliability and frequency to make it a genuine option. This should be coupled by further investment in the cycle network between the main towns in the County to enable safe community for people using bikes.
- There also needs to be further investment in the infrastructure within our town to facilitate active travel. This includes cycle infrastructure as well as pedestrian crossing points which make transit around the town on foot easier and safer. The crossing from Abbey Fields to the town centre is a prime example of an opportunity which has been repeatedly refused on the grounds of ‘lack of need’ but which would make a material difference to the perception of safe travel.

During our consultation with residents we have found widespread support for a 20mph zone which is more extensive in the town and which would cover many of the areas currently suffering by being used as rat runs.

In terms of the proposals there are a number of specific things that we and residents would like to see explored further:

- Alternative ways of keeping traffic speeds constant and low along Warwick Road including average speed cameras.
- Mitigation measures in roads which are currently used as rat-runs e.g. reconfiguring junctions to change priorities, traffic calming around vulnerable sites like schools and nurseries.
- A reconfiguring of the traffic lights at the Sainsburys junction – these often cause confusion to drivers who are unclear about which stream of traffic is being signaled to.
- The widening of some footpaths along Warwick Road – this was in the original scheme but seems to have been dropped in the final proposals.

Dear Mr Stanley

Regarding the proposed Pedestrian Safety Scheme on Warwick Road, Kenilworth - I am all in favour of any propositions which would decrease the speed of traffic throughout the town of Kenilworth.

I live in Moorlands Avenue, Kenilworth, so usually walk into town and, except for during the pandemic, use the buses for Leamington, Coventry and Stratford. I would say that the 20 mile an hour limit has not really worked unless those adhering to the restriction force traffic behind them to do the same !! I have been going for walks at 6am and the traffic on the Warwick Road exceeds 30, 40 or even 50 miles an hour let alone 20; this is also the case down Borrowell Lane and Castle Hill.

Another option would be to make the whole of Kenilworth a 20 mile an hour limit as is the case in Jersey towns and villages; it is hard to understand why the residential roads were not included in the change of speed limit down the Warwick Road - surely these areas are just as, if not more, important.

Whilst on the subject of pedestrian safety I am concerned that some vehicles are still turning right out of Waverley Road onto the Warwick Road; I have nearly been knocked down twice when crossing the road at the designated crossing point.

I hope these observations are helpful.

Yours sincerely

Angela Cowley (Mrs)

Dear Mr Stanley,

I don't want to enter into an e-mail ping pong debate but...if Warwick Road is too narrow for a central island, I am puzzled as to why there is one just North of the Waverley Road junction?

Your logic on traffic light delay time is unclear to me. The combined driver reaction time and subsequent stopping distance is exactly the same whenever the lights change from green irrespective of the button push to light change delay.

My interpretation of your sentence on speed enforcement is that there will be none, so the current situation will prevail where the majority of drivers travel much nearer 30mph than 20.

Regards

Peter Gebbels

On Mon, Apr 5, 2021 at 4:42 PM Graham Stanley <[grahamstanley@warwickshire.gov.uk](mailto:grahamstanley@warwickshire.gov.uk)> wrote:

Dear Mr Gebbels,

Thank you for your Email regarding the proposed scheme on the Warwick Road in Kenilworth, and your support to reduce accidents.

The proposed measures have been discussed with Kenilworth Town Council who have agreed the proposed measures the extent of the 20mph speed limit.

I appreciate your comments about the accident data, but 8 Pedestrian injury accidents, and three cyclist's accidents need some attention to reduce that level of accidents occurring, we have had a lot of people saying we should be looking at Waverley Road and Priory Road, that has had one injury accident reported in the same five-year period, we allocated the resources to the area we can treat..

We are very aware of how we can improve pedestrians crossing the Warwick Road, but we have a defined road width, we have HGV's, Buses and Emergency Services vehicles using this road, so we have to maintain a 3.2m road width per lane, the minimum width of a pedestrian refuge is 2metres wide, so we need a road width of 8.4 metres, which is wider than the Warwick Road in its current form, we can't take any more footpath of the road to make it wider so we have had to work within the current road width of 7.3m on average. Changing the existing traffic lights to go to red as soon as a pedestrian pushes the Button is not realistic, it takes a motorists 6 metres to think, and 6 metres to react so he would have travelled 12metres from seeing the Red light, not possible. The design of the Tables and Speed Humps are user friendly with a 1.35 metre lead in, as defined by the Department of Transport.

With regards to enforcement of the 20mph speed limit, the measures that have been designed should make it a self-regulating 20mph by the design and use of the proposed measures.

Dear Mr. Chris Round,

I hope this e-mail finds you well. I am writing to you to express my objection to the proposed scheme "*Warwick Road, Kenilworth - Proposed 20mph Zone and Raised Features*". My reasons for objection are as follows, and I will cover each in more detail below: lack of potential environmental benefit, inappropriate approach to dealing with Warwick Road accidents, knock on effect to near-by roads, and cost of implementation.

Firstly, one of the key reasons for carrying out this work is for environmental benefit, with proposal documents stating, "*The scheme will also help to improve the environment for residents, especially pedestrians and cyclists*". However, the air quality reports commissioned by the council notes: "*The assessment has revealed that the scheme does not trigger a significant change in the emissions recorded on Warwick Road in Kenilworth*". The report also states that changes in air pollution components see changes of less than 1% showing that the scheme will have no benefit for air quality. Additionally, movement of traffic to adjacent roads, including Priory road and St. Johns Street through to Brookside Avenue, because of changes caused by this scheme are not considered. These roads are highly residential, containing plentiful parked cars along their length and both hosting a primary school (St. Nicholas and St. Johns respectively) and would certainly struggle seeing additional traffic. Further, the air quality report assumes that traffic moves at a constant speed of 20mph until they meet a raised table where they brake to 15mph. While this is an oversimplification for the purpose of modelling simplicity, it does imply that braking will be increased via this scheme, but environmental ramifications of this (increased particulate and heavy metal emissions from vehicles) are not considered. Higher amounts of braking and subsequent acceleration are also detrimental to fuel efficiency of vehicles, as noted by the AA who advise against unneeded braking to improve fuel mileage (AA 2017).

Secondly, the approach taken by this scheme to reduce accidents is inappropriate when considering the underlying causes of these accidents. The approach taken by this scheme assumes that the causes of these accidents is due to excessive speed from vehicles. While this, of course, may be the case in a portion of the incidents recorded by the council, it is not the underlying issue. As noted, Warwick Road is a main carriage way and therefore sees very high traffic loads while also seeing heavy footfall due to the road also acting as the economic and retail heart of the town. Therefore, there is always pedestrians seeking to cross the road, while traffic is in flow. While Warwick Road



has a good amount of crossing for pedestrians, many do not use them and dash out in small gaps in the traffic, cross from behind stopped vehicles waiting at traffic lights or parked delivery vehicles where they cannot be seen by moving traffic until they are the middle of the road, or are simply un-attentive to the road. As a life-long resident of Kenilworth I have seen all three. Adding raised tables will not fix this issue. Furthermore, the overview document states *“pedestrian connectivity is also restrained. Although, there are two signal controlled crossings provided”*. This is incorrect. There are four signal controlled crossings, one pedestrian island, and one zebra crossing. Crossing can also be done easily at the roundabouts at both ends of Warwick road. Therefore, there is plenty of places where pedestrians can cross safely with right of way. Although, as stated above, these are not always used, and this is what leads to pedestrian and road user endangerment. Additionally, there is only one accident listed involving a pedal cycle in the summary, showing that Warwick road is not a hotspot for collisions with cyclists and therefore not a pertinent issue. Moreover, for much of the day Warwick Road is so busy that traffic only moves at a crawl due to both high traffic loads and constant use of the crossing points. This links back to what is noted above about excessive speed not being the core underlying issues, as is assumed, and calls into question the need to expand the 20mph zone. Although crawling traffic will be the main source of pollution in this area, this scheme would not address that in any way as it does not help with ensuring traffic movement, only encouraging a slower speed which at many times is not even possible. None of this appears to have been considered.

Thirdly, as briefly covered in the first paragraph, the implementation of this scheme will likely lead to increased use of near-by roads. The overview document states, *“There is no shorter alternative available in the area.”*. Unfortunately, this is also incorrect. Priory Road can be used to avoid Abbey End and the top portion of Warwick road if travelling from or towards Coventry and St. Johns road can cut into residential roads, eventually coming out of Brookside Avenue onto the B1403 if travelling from or towards Balsall Common. Other roads which connect to Warwick Road, such as Randall Road and Queens Road also connect to the latter route. As the scheme’s documents completely dismiss this, it is not considered in any capacity and as these roads are already much more congested with parked cars, primary schools and are mainly residential meaning knock-on effects need to be taken seriously. Warwick road is also much less residential (much more commercial) than surrounding roads, meaning traffic noise affects less residents travelling that route. Also, recent re-surfacing of Warwick road has highlighted the unsuitability of these roads to take additional traffic as they did during this period. This should be given extra consideration as this is also occurring during lockdown restrictions when traffic is already lower, and as such the effect would have been more pronounced in “normal” times.

Finally, the cost of this scheme is not stated and it my firm belief that the cost of this scheme to the council, and as an extension its tax payers, will not provide value for money as it will not effectively target the issue, as discussed above. In the current climate when many people are facing job losses, pay freezes, and a financial burden from increasing taxes and costs it is imperative that the council ensures money is going to places it will benefit the most people and this is not it. As mentioned in the paragraph above, Warwick Road and near-by ones have been re-surfaced and re-laid. This is was very overdue, and will actually help address the cause of a good amount of accidents involving cycles recorded in the full document, as their cause was “poor road surface” (not all of these were on Warwick Road itself). There should be no rush to once again close off and dig up Warwick road when there are many others that could do with being re-laid or other areas of Council funded sectors that require assistance, combined with oversights and errors within the current proposals.

Thank you for your consideration of these points.

Yours sincerely,  
Peter Hollings

Reference:

AA (2017) *Save money and fuel with eco-driving*. Available from: <<https://www.theaa.com/driving-advice/fuels-environment/drive-economically>> Accessed 3/4/21

The reduction of the speed limit from 30mph to 20mph during the past 12 months or so has had some merit, albeit traffic quite often never achieved 20mph during the day time. To continue with this reduced limit over a shorter stretch of road is an improvement.

I do however have reservations regarding the other traffic calming measures proposed. The scheme has been drawn up, at least in part, based on data from a period prior to the pandemic. Your report from Vectos Microsim is dated December 2019. Would it not make much more sense to assess what the effect of the permanent new speed limit of 20mph is during post pandemic more normal times before introducing further street signs/clutter and expensive to maintain road humps etc? New circumstances/data may well suggest a totally different outcome. If necessary a further public consultation could be held. This scheme appears to me to be a rushed proposal that has not been fully thought through and which is highly likely to result in a waste of public money. There can be no justification for this waste.

There seems to be a view that all communities are the same and that what suits one will be ok for any other. Warwick Road in Kenilworth needs to be looked at as a specific case. There are many points at which pedestrians can cross the road safely, but no matter how many there are, pedestrians will cross the road at the point which suits them on each occasion. It is therefore futile to spend large sums of money - that does not belong to any Council - on schemes that are patently of no value. There are many more deserving issues that need attention.

On that basis **I object to the proposed traffic calming measures, other than speed limit.**

Martin Harper

7 Wisley Grove, Kenilworth

Dear Graham

Re: Consultation on Warwick Road, Kenilworth - Proposed Traffic Calming Measures and 20mph Speed Limit

From: Rob Barry, 17 Common Lane, Kenilworth

To be clear that this response is from myself as a resident in Kenilworth and is **not** a response as a member of Kenilworth Town Council.

I fully support the proposed traffic calming and 20 mph speed restrictions that are being proposed for Warwick Road by WCC.

The main reason for my support is that I recognise that this is a road safety scheme that is being proposed based on accident data on Warwick Road. It is key that we take these measures to protect pedestrians and cyclists so that the main street through Kenilworth is safe for all users.

Although, quite correctly, this scheme has been brought forward solely on the road safety issues on Warwick Road I do anticipate that this will bring other benefits to this area. Currently, Warwick Road is a straight uninterrupted street through our main shopping area and the street scene is poor as a result. I believe that these measures will start to change the general ownership of the space away from the current dominance of motorised traffic.

The new speed restriction and cushions on the approach to the Abbey End gyratory will create a safer junction for cyclists and will, hopefully, encourage more residents to cycle into our town centre.

With a shift to active travel and also an element of traffic no longer using Warwick Road as a through route we hopefully will see an improvement in the air quality in Warwick Road. I would encourage WCC to continue monitoring the air quality in this area to see what the effect of the scheme is.

The only request I would make is that the possible permanent closure of Station Road be considered. I understand that this proposal is not related to that issue but as it is a known possibility I would not like to see this scheme implemented and then part of it to be ripped up again to implement the road closure permanently. I would hope that an element of forward compatibility could be incorporated in this scheme to minimise changes should Station Road be permanently closed in the future.

Yours sincerely

Rob Barry

I gave two comments re the above scheme. These are:-

#### 1. Air Quality in Warwick Road

The WDC website states the poor air quality on Warwick Road is of concern. Bringing in traffic calming measures will only make matters worse because it is well known slowing down for the traffic calming measures only to speed up once they are cleared reduces the air quality. More imaginative ways have to be considered to keep the traffic to 20mph if this is the preferred method of improving air quality.

## 2.Through traffic along Warwick Road

Your consultation does not address the real reason that the air quality is poor. Namely the through traffic that uses this route. I believe that through HGV traffic should be banned and the signposting on the outskirts of Kenilworth should be amended, so that all routes into the town should be signposted Kenilworth, centre only. Through traffic should be signed so as to avoid the town centre. This should reduce the Warwick Road traffic.

--

Regards

Iain Harper  
07740600296  
25 Park Hill  
Kenilworth

Mrs D W Daly  
15 Bertie Road, Kenilworth, CV8 1JP

Dear Mr Stanley

I am writing concerning the traffic consultation flow in Kenilworth

i am in favour of the speed limit to be 20 mph, but concerned about the addition of speed bumps/ pillows

As a resident of Bertie Road, many of us who live here are very aware that a number of motorists, drive at excessive speed on Bertie Road, which is a one-way street. The road has a nursery, a number of residents with young children and a doctors surgery. Bertie Road has become a bit of a "rat run".

As proposed I feel strongly that Bertie Road should be a 20 mph zone as in the proposal.

Best wishes

Mrs D W Daly

As a resident of Priory Road, I am writing to express my concern with regards to the proposed traffic calming measures for Warwick Road and the detrimental effect they

will have on the residents in surrounding town centre streets, in particular, Priory and Waverley Roads, but also Bertie, Station and Southbank Roads.

The proposal to retain the 20mph speed limit along Warwick Road seems a sensible one BUT this should be applied to all the connecting town roads as mentioned above. If this does not happen then these roads will inevitably become even more dangerous with speeding vehicles wishing to take a faster route. I do however, object to the proposed traffic calming measures such as speed tables etc. I don't believe from reading the evidence that there is actually a speeding issue in Warwick Road, in fact the average speeds recorded on that road are far lower than the surrounding residential roads previously mentioned. The 'poor accident record' involving pedestrians and cyclists on Warwick Road appears to lack evidence and when scrutinised more closely the majority of these accidents were extremely minor and would not have been prevented had the calming measures been in existence at the time. Indeed I understand that one accident occurred on the pavement and the fact that this has been included as part of the justification for the scheme to go ahead makes me think the report is rather biased.

I would like to take issue with the Council's statement that the proposals have received a large amount of support from the community - I believe the complete opposite of this is true and this wildly inaccurate statement should not be included.

To summarise my objections are as follows:

- Increased traffic on residential town centre roads including heavy vehicles.
- Increased pollution and noise levels with a real risk to health for the many hundreds of people who live in these streets.
- Speeding poses a risk of serious accidents.
- Roads are too narrow for two-way traffic in many places where residents park on the street, leading to large queues of backed up traffic.
- Lack of pedestrian crossings on Priory and Waverley Roads making crossing the road more hazardous in increased and queuing traffic.
- Vehicles frequently mounting the curbs and driving on the pavements to get through. This is particularly an issue outside my house (60 Priory Road) as the curb stone has sunk.
- There are many residents in these areas, including a primary school, two nurseries, the Waverley Day Centre, residences for older people and registered blind residents.

We cannot allow a scheme where to solve the 'safety issues' in one street, they are simply diverted to other streets in the town, making them much more dangerous as a result.

I would like you to note that I object strongly to this scheme and believe that a full and independent study needs to be commissioned to cover the whole of central Kenilworth to deal with the issue of traffic holistically to the benefit of the wider community.

Regards  
Emma Mitchell

60 Priory Road  
Kenilworth

Dear Sirs,

I set out my objection to the proposal to install traffic calming measures (raised tables/speed humps) along Warwick Road, Kenilworth. I summarise the objection below together with related questions regarding the papers you have publicised allegedly to support the scheme. I also attach a more detailed analysis to support the objection and an assessment of statements made in a WCC paper regarding the 'Pedestrian Safety Scheme'. Both these documents should be considered in respect of the objection. Note: whilst there is no proven need for the 20mph restriction, as speeds are already low, I would be content for the 20mph limit to become permanent.

Firstly, the data you have published regarding speed and accidents presents no justification for the calming. Average recorded speeds are very low (well below 20mph) and, upon analysis, the majority of accidents you have listed to support your proposal would not be prevented by the raised surfaces. You have also included a pavement accident with no road vehicle involvement - this is hardly evidence.

You have attempted to perpetuate a view in correspondence and discussions with residents that there will be no displacement of traffic to residential roads. However, your commissioned Vectos report shows otherwise. That analysis concludes that there is no reduction in the peak levels of traffic over the Kenilworth 'network' (fig.4) and a statement in paragraph 21 of the same document confirms that traffic locally will reduce on Warwick Road. If this is correct and levels remain the same, the traffic will displace locally into residential roads as there are no other viable options. These roads already have higher recorded average speeds so your proposed scheme will increase congestion elsewhere and add to the safety risk around a number of schools sited on these roads. Furthermore, some of this displaced traffic will inevitably end up at the Priory Road/Rosemary Hill junction. As I point out in section 3 of my paper this is already a dangerous junction and to propose a scheme which will see more traffic attempting to negotiate this junction will actually increase the overall safety risk of accidents around Kenilworth rather than reduce it.

You have also published a short paper 'Warwick Road Pedestrian Safety Scheme' which contains a number of contradictory statements when compared to the impact analysis and other data. As such this raises a number of questions which require answers.

#### *Accidents*

- a) Will you explain why you have included a pavement accident (No. 23/87) with no motor vehicle involvement to justify a **road** calming measure?
- b) Will you explain why you have included three slow-speed accidents involving a banned right-hand turn to justify road calming measures?

#### *Displaced Traffic*

- c) The Vectos analysis shows that as a result of the speed humps some traffic will be displaced to other roads. Will you clarify whether you have also carried out a driver behaviour analysis to assess the additional impact of motorists avoiding eight speed humps using either entrance/exit to/from the Clock Tower in preference to roads with no road calming?

#### *Pollution*

- d) There appears to be a discrepancy in the modelling of air quality impacts (Vectos document VM195214) which shows only a total of five raised tables modelled whereas the final scheme presented shows a total of nine raised tables/speed humps. It would thus appear that this analysis is incomplete and underestimates the modelled increases in pollutants recorded, possibly by nearly 80%. Can you please explain why the other raised surfaces have been omitted from the model?
- e) Smaller particulates (PM2.5) have not been specifically modelled in the air quality assessment and when these are split out from the broader PM10 analysis it shows that in a number of areas around

Warwick Road and surrounding streets the levels are already at the limit of tolerance even before these proposed changes. This suggests that by confining the model to the broader PM10 analysis, which does include PM2.5, it is less granular and disguises the more critical increases of smaller particulates which are liable to occur. Can you explain why a specific analysis of the impact of the scheme on PM2.5 particulates was not carried out despite these already being at the limits of tolerance? If not, why not?

#### *Other Measures*

- f) Will you explain, what if any, other less disruptive measures have been considered?
- g) Will you explain why you have not considered implementing a 20mph restriction on surrounding roads which will see more traffic and where average speeds are already much higher?

#### *Consultation Procedures*

- h) Will you set out what consultation has taken place with organisations representing the blind/partially sighted to assess the impact of the scheme on those with such disabilities?
- i) You have claimed that there is 'widespread support' for the scheme based on a two-hour consultation on one Saturday morning in September 2019. As evidence shows that only 56 people commented and there was no majority support for any of the schemes offered (and no alternatives to the road calming measures were offered as options) can you explain how you arrived at this view of 'widespread support'? It appears this was an attempt to influence views unduly and local social media suggests the opposite of support is the case now that details of the scheme are more widely known.

#### *Pedestrian Safety Scheme Paper*

- j) This paper claims that Warwick Road has significant volumes which cause problems with safety, pollution and noise. As some of this traffic will be displaced, can you detail which residential roads you consider will now 'enjoy' the increased safety, pollution and noise problems as a consequence?
- k) This paper also claims that 'pedestrian' accidents are high quoting 11 accidents involving pedestrians or cyclists. Analysis of the accidents shows one without cyclist or pedestrian involvement (vehicle/motorcycle) another was between a vehicle and a mobility scooter (**not** a pedestrian as the report details). Can you explain why you chose to include those accidents as well in this statement as they clearly should not have been included?
- l) Another statement claims that the scheme 'will improve air pollution in the area'. Your own Vectos air quality assessment shows that there will be a marginal increase in pollution along Warwick Road especially in the 2021 model and it appears no assessment has been made of increases in pollution on surrounding roads absorbing increased traffic. So can you explain why in one paper you claim no increase in pollution when your 2021 modelling states otherwise?

There are further inconsistencies in this 'Safety' paper and I attach an additional document which sets out in more detail the inconsistencies and contradictions contained therein. This should also go into the public domain as it also demonstrates the lack of professionalism and attention to detail this whole process seems to be riddled with.

In conclusion there is little evidence to support the road calming, no reasonable account has been taken of the impact on surrounding roads, many statements made seem to be 'economical with the truth' and it appears to be a very poor attempt to justify a scheme which has little value or justification.

I should be grateful if you would acknowledge receipt of this objection and respond, in due course, to the questions raised.

I will be copying this response together with additional comments to councillors and other interested parties.

Yours sincerely

Richard Wallace FCILT

31 Waverley Road, Kenilworth

oposed Road Calming – Warwick Road, Kenilworth – response from R. Wallace dated 7 April 2021

This note records a formal objection to the proposal by Warwickshire County Council (WCC) to install road calming measures in Warwick Road, Kenilworth. This objection is based on the fact that there is negligible justification for the additional measures, both the accident statistics and average speed data fail to provide any factual evidence for these measures. Furthermore no detailed account has been taken of the impact of displaced traffic which will increase congestion and pollution on many surrounding residential roads as well as increasing the safety risk on these roads, many of which have schools or nursery schools and few crossing places.

It should be noted that there is NO objection to retention of the temporary 20 mph limit as a permanent limit on the central section of Warwick Road, indeed there is a very good case for wider implementation to avoid problems caused by displaced traffic into residential areas. Evidence to support the objection follows.

## 1. Justification for the measures

### Accidents

The accident map and associated detailed data provided by WCC confirms that the majority of accidents listed allegedly to support the proposals would, in fact, not be prevented by the proposed calming measures. The present council officer confirms that the work done to justify the proposed scheme was prepared by an officer who has now left the organisation (email from WCC dated 8 December 2020). Thus the current incumbent is unable to 'drill down' to past decisions and to understand why that officer supported this proposal as the most appropriate measure.

A critical point is that one of the accidents used as justification for road calming actually occurred on the pavement and had no involvement of a road vehicle! This demonstrates that the supporting evidence has not been examined with any degree of thoroughness. One Kenilworth County Councillor has stated that as he is a 'lay person' in such matters he defers to the Highway Authorities Road Safety officers (email 25 November 2020). So, despite the glaringly obvious defects in the council's own justifications it appears that some elected representatives have, at the time of writing, not analysed the proposals in any detail but still support it. Notwithstanding these points, the Kenilworth electorate do have a right to expect that their elected representatives conduct due diligence when reviewing council proposals. This appears not to have occurred at the time of writing.

The accidents are summarised below. They are in two sections: (a) those that would not be prevented by calming or even a 20mph limit; and (b) those which may have been preventable by lower speeds.



(a) There were seven, which would not be prevented by the proposed raised road surfaces. Using the primary reference numbers on the council's accident map (as well as the order within the total of 87 in their detailed file for ease of further reference if necessary) these were:

1 (No. 18/87) - Caravan/trailer side-swipe of a cyclist.

3, 4 & 5 (Nos. 23-5/87) - Vehicles turning right (banned) out of Station Road. Three instances.

7 (No. 28/87) - Mobility scooter hits pedestrians on the pavement.

10 (No. 34/87) - Low speed - vehicle pulling away from a stop at traffic lights and pedestrians attempt to 'jaywalk' between two vehicles.

11 (No. 35/87) - Vehicle turns right off the Warwick Road and runs into Mobility Scooter crossing the junction of Queens Road.

All these were low speed/slight and, due to the circumstances, impossible to prevent by the proposed calming measures.

(b) Of the remaining four used in justification - these were all 'jaywalk' incidents.

2 (No. 19/87) - Pedestrian looking the wrong way and walking into the path of a car.

Human error and would not have been prevented by the proposed measures.

6 & 8 (Nos. 27 and 29/87) - Pedestrians walking into path of a car; speed is not recorded as a factor.

Whether raised road surfaces would prevent such instances is for debate, some may argue it could encourage further jaywalk incidents.

9 (No. 32/87) - Pedestrian running into the path of a car.

Here again speed is not recorded as a factor and, from the evidence, it appears to be extremely doubtful whether this could have been preventable by any measure if a pedestrian is prepared to take such a chance.

Thus it appears that human error (either by pedestrians but also by drivers not observing road signs or 'rules of the road' – e.g. being aware of other users when turning right) is the main factor in many/most accidents rather than speed.

Recorded Speeds – Warwick Road

The council's own records show average speeds well below 20mph, the highest average was just over 16mph on the section in question and most are between 8 and 14mph (and that data related to when the 30mph limit was active). These figures do not support any justification for road calming on the road in question. Far higher speeds have been recorded on those roads likely to experience displaced traffic due to the scheme.

## 2. Other Options/Issues

### Station Road Junction with Warwick Road

One outcome of the current temporary closure of Station Road is that pedestrians appreciate the ability to cross it at the junction without having to weave through traffic. The calming plans show this exit to be reinstated.

Before the closure there was a real and present risk of the frequent breach of the banned right-hand turn here. A business owner close to the Station Road junction has noted that such occurrences here are far more frequent than the statistics show. The presumption is that some accidents, if they occur, have not involved police attendance or that the parties have agreed to settle matters without involving insurance. As a result these would not have been recorded. Secondly, where the banned turn has been accomplished without accident, a frequent occurrence according to the business owner - breaches would of course, not be recorded

So it seems doubly unfortunate that the option of installing traffic/pedestrian lights at the Station Road/Warwick Road junction has not been considered according to the current council officer. This alternative proposal would allow a filter showing left exiting Station Road with traffic halted on the main thoroughfare. The current pedestrian lights would be moved a few metres south to be adjacent to Zizzi and in conjunction with the traffic sequence. This would certainly prevent nearly a third of the recorded accidents involving the banned rh turn (probably more) and, by an intermittent regular enforced stop of traffic at this location, would assist in slowing traffic in the area all day. It would also allow safe pedestrian crossing of Station Road and, arguably, a more equitable distribution of crossing facilities along Warwick Road.

### Dwell time – present pedestrian lights

Many years ago it appears that the time between a ‘call’ for the green man and its activation was delayed from the erstwhile near instantaneous activation to a longer wait in order to assist through traffic! A return to near-instantaneous activation would certainly slow traffic – and possibly prevent a degree of jaywalking due to impatience - the cause of four out of the eleven recorded accidents.

### Traffic Calming – a realistic solution?

An accident occurred in Bertie Road in December 2020 where a dog was killed and speed was a factor, according to witnesses. This was at or adjacent to a road calming measure already in existence. This provides some evidence that if drivers are intent on speeding, or are just oblivious, raised road surfaces do little to mitigate such accidents. The contention is that the proposed surfaces will do little to discourage the ‘boy racer’ at times when it is most necessary – e.g. evenings.

### 3. Wider Impacts

#### Pollution

The council’s own figures show that the increase in pollution as a result of these measures is alleged to be marginal – around 1% on the 2021 figures. However, the assessment documentation commissioned by the

council (Vectos - VM195214.TN001 dated February 2019) shows only a total of five speed humps and not the additional raised tables at junctions which, if included, total nine such surfaces: this suggests the latter have been omitted from the assessment. If this is correct the increase in pollution will be higher, possibly by nearly 80% more of the modelled figures detailed judging by the number of raised surfaces not included.

The current level of traffic and thus the base level of pollution would already appear to be relatively high (due to stop/start nature of the traffic, existing pedestrian lights, buses stopping etc.). A review of pollutant levels along Warwick Road (Imperial College – Address Pollution) shows that fine particulate matter (PM2.5) is already at 88.5% of the WHO recommended limit and action is recommended to reduce it. What is also of greater concern is that the assessment commissioned by the council considers coarse particulates (PM10) and not specifically fine particulates (PM2.5) the latter of which is already close to the maximum recommended by WHO when subject to separate measurement. However whilst the PM10 measurement does include PM2.5 this broader measurement disguises the fact that PM2.5 levels are nearly at the limit of acceptability, in fact at near-dangerous levels according to WHO.

Therefore it is suggested that even a 1% increase from such a high base level is undesirable and for PM2.5 it may well be higher as these remain in suspension for longer. The fact that some raised surfaces appear to have been omitted from the model would suggest that greater increases in emission will occur from those described.

In addition to the pollution impact along Warwick Road no consideration has been given to the impact of pollution on roads affected by displaced traffic (see also below). In Waverley Road PM2.5 levels are already at 95.3% whilst PM10 levels,

although lower are still at a fairly high level of 74.2%. Displaced traffic will make a bad situation worse.

Rather than introduce calming which will increase pollution, alternative measures of ensuring observance of a 20 mph restriction should be considered such as average speed cameras which have the double benefit of enforcing the limit by penalties. Another option could be speed activated cameras but these have not been considered as Road Safety Officers have told a County Councillor “they don’t like them” (email dated 25 November 2020). Hardly a robust analysis of the benefits or otherwise of such measures!

#### Displaced Traffic - impact on residential areas

It appears that no detailed attempt has been made to model displaced traffic apart from a statement in the council’s commissioned impact assessment (Vectos VM195249.TN001 dated December 2019) which in paragraph 31 says: “Network wide statistics showed that the scheme has no notable impact on the wider network due to the small scale nature of the proposed scheme.” This contention is debatable as the impact assessment appears to have only considered the increased journey times and not the ‘human nature’ aspect of drivers wishing to avoid the inconvenience of speed humps and the discomfort caused. One resident has observed that: “if you were faced with a choice between a 20mph limit with eight speed humps/raised surfaces or a 30mph limit with no speed humps – which would you chose?”

Furthermore, the Vectos conclusion in paragraph 31 is contradicted by earlier paragraph 21 which states: “[there] is evidence that the traffic calming scheme is reducing the number of cars using Warwick Road”. Bar charts (figures 11 & 12) shows that peak hour queuing traffic at the Clock Tower is modelled to reduce by 30-35% - strong evidence that a third of existing traffic will divert to ‘rat runs’ – it has nowhere else to go. The Vectos study also shows (fig.4) that across the network modelled (Kenilworth & Stoneleigh) there is no reduction in peak traffic levels indicating that localised displacement must inevitably occur despite WCC’s contention otherwise. In effect, the council seem to have relied on less granular ‘network wide statistics’ to argue that there will not be an impact on surrounding roads whereas localised modelling suggests otherwise.

Although the council’s assessment attempts to conclude otherwise it is obvious that with the calming and further delays for through traffic it will encourage a degree of car traffic to use alternatives both when heading to/from Balsall Common, funnelling through Siddeley and Brookside Avenues from other roads, whilst there is also likely to be displacement to Waverley, Priory and Farmer Ward Roads of all types of traffic (cars/HGVs). Furthermore, additional traffic using the Priory Road alternative will contribute to an increased risk at the already dangerous Priory Road/Rosemary Hill junction. It is also inevitable that some traffic bound for

Stonebridge will use Bridge Street/Fieldgate Lane – a corridor totally unable to tolerate any increase in traffic.

The council has not considered expansion of the 20 mph limit to surrounding roads although this is noted as best practice when such schemes are considered. Given high speeds experienced in Priory, Waverley and other surrounding roads plus the increase in traffic on these roads this is a fundamental deficiency in the scheme.

#### Impact on the Blind/partially sighted

Organisations representing people with sight impairment have, in the past, expressed reservations on such ‘calming’ measures as the boundary between road and pavement is less clear despite tactile surfaces being employed (Various programmes of BBC’s ‘Does he Take Sugar’ refer). It is essential that the views of such organisations are taken fully into account. Another key point is that such calming seems to be more generally employed on road systems where most ‘through’ traffic has been diverted (e.g. Coventry city centre). It questions whether the proposed solution is appropriate for a corridor with a high volume of through traffic such as Warwick Road with a significant number of large vehicles such as HGVs and buses.

#### General

Many residents may have seen the following statement on the Town Council website which is believed to originate from WCC (and has been used in correspondence by council officers):

"There has been a Public Consultation on these proposals, and the response from the Public, Businesses and the residents of Kenilworth and around has been very supportive of these proposals"

This statement now appears to be ‘economical with the truth’ if not completely misrepresenting the outcome and the following information has been obtained from local sources:

- The 'consultation' took place on 28 September 2019 and lasted only two hours.
- Just over 60 people attended and comments on the proposals were received by just over 50 people.
- Arguably, the options were 'managed' as of the three originally presented, two involved raised road surfaces/humps and a third was for road narrowing (single carriageway) - this last one was later withdrawn and was not included on the form to select preferred options.

- No options were detailed for alternatives such as speed advisory cameras or lights controlling the junction at Station Road (which has been the site of three recorded accidents).
- This 'consultation' may indicate that 'if you ask the right questions you will get the answer you desire'. It may also suggest that WCC had a 'pet scheme' and for whatever reason did not want to offer anything else. A council officer indicates that to his knowledge no alternatives had been considered.
- There is some minor discrepancy in the figures but from the records it seems a third opted for option 1, a third for option 2 and a third for neither option or 'do nothing'. A note of the meeting suggests - "there is no clear preference".

Given the extremely short duration of the consultation, the 'managed' questions, the lack of consensus and the limited numbers attending it is hard to square this with this statement on the Kenilworth Town Council website and also used in some communications by the council officer. Unfortunately this was also repeated on a local news website. Whilst probably unintentional, this publicised comment has represented a somewhat biased interpretation of the consultation which certainly cannot be said to be representative and it is hoped this has not influenced responses to the consultation.

Nationwide publicity (e.g. BBC - 17 March 2021) has uncovered that the introduction of various calming schemes and closures has had an adverse and significant impact on many residential roads due to displaced traffic and the consensus appears to be that they should be removed or be the subject of more detailed assessment as to the wider impacts.

Furthermore, while such schemes may be suitable in inner city roads where most through traffic has been diverted away from the centre (e.g. Coventry – Corporation Street; New Union Street) to install such a scheme on a road which has such a high volume of through traffic would seem naive at the least especially where there is no major body of evidence on accident statistics to justify the scheme and average speeds are already below the proposed permanent limit of 20 mph.

#### 4. Conclusions

These conclusions are largely based on the council's own data or other, independent, sources.

i. The council's justifications on accident grounds for the calming scheme do not hold water. Out of eleven recorded over a five year period only four (all 'jaywalking') may have been prevented by further calming. However, the link between them and speed is very tenuous if not non-existent. Arguably, as these

four accidents were all ‘jaywalking’ the calming scheme may actually increase the incidence of such accidents due to the lack of division between roadway and pavement in various locations.

ii. Likewise justification for calming on present speed levels is non-existent. The highest average speed recorded on the section in question is just over 16mph with most between 8-14mph and this when a 30mph limit applied. On a number of surrounding roads the average speeds are much higher and would thus support a wider extension of the speed limit as the scheme will displace some traffic to residential roads, far less suitable for absorbing any increase in traffic which would be allowed to travel at higher speeds with no restriction – a major escalation of the safety risk on these roads.

iii. There has been no evidence supplied in respect of canvassing the views of organisations representing the views of the blind/partially sighted, a major omission.

iv. It is presumed that the views of ‘blue light’ emergency services have been obtained as recommended by DfT guidance but, again, no supporting evidence has been presented.

v. There has been no evidence of detailed modelling of the potential for traffic displacement apart from a bland statement assuring ‘no problem’. One statement and two bar charts on the Vectos paper suggest otherwise.

vi. The assessment on possible increases in pollution has not considered small particulates (PM2.5) specifically and may have also been based on a subset of the scheme, not including all the proposed raised surfaces. It cannot be held to be reliable unless further information has been provided.

vii. There has apparently been no consideration of alternatives which may be less disruptive, e.g. average speed cameras; installation of lights at the Station Road junction; dwell times on existing pedestrian lights. In addition the Council appear to no longer know why this particular scheme was chosen – an astonishing revelation.

viii. Publicised comments following a brief consultation in September 2019 attempted to argue that the scheme was supported. Analysis of numbers attending, feedback and the content of the consultation itself indicates that it would be difficult to find a majority in support of any one scheme.

To conclude, there is also concern that this scheme will be used as a ‘back door’ to further pedestrianisation of Warwick Road. Recent localised closures around the Clock Tower (March 2021) have seen inordinate levels of displaced traffic at times causing long queues: e.g. eastbound in the old High Street back as far as Malthouse

Lane; along Bridge Street up to Abbey Hill and the junction with Southbank Road; along Priory Road back beyond Whateley's Drive and; along Waverley Road back as far as Station Road. This demonstrates how crucial the smooth running of Warwick Road is to the wider surrounding area.

There is no objection to a 20mph limit; however on the facts supplied by the council it appears that the calming scheme is unnecessary, unjustifiable and will have little positive impact. It is the wrong solution for this road.

Sources: The reference material for this assessment has been gathered from documents provided by county council officers, notably: Accident Data Kenilworth range: 11/1/13 – 29/12/17; Scheme and Air Quality Impacts (Vectos VM195249 and 195214 dated December and February 2019 respectively); Average Speed Data central Kenilworth 2018 – document dated 3/10/19. In addition, a recent application detailing localised pollution (Imperial College – London) has also been consulted.

R. Wallace, Waverley Road, Kenilworth

Final 7 April 2021

#### Warwickshire County Council (WCC) statement on road calming

Following representations by residents, WCC has now posted further documents on the consultation site regarding 'calming' - most of these have been accessed earlier in respect of an analysis of the proposals. One document which has not been referred to before is the document titled 'Warwick Road Pedestrian Safety Scheme'. Contained within it are some interesting statements which are commented on as follows:

"..Warwick Road has significant traffic volumes causing safety, pollution and noise problems"

WCC's own Vectos impact assessment shows that there is no reduction in traffic levels around the Kenilworth 'network' as a result of this scheme - although the document then states that it will reduce the traffic along Warwick Road (para 21). So if traffic does not reduce overall in the area - the conclusion is that WCC are content to see the 'safety, pollution and noise problems' transferred to surrounding residential roads as they are the only places it can be displaced to.

"Pedestrian accidents are high. There have been 11 collisions involving pedestrians and cyclists recorded in the last five years".



Firstly this is incorrect - one accident was vehicle/vehicle (car and motorcycle) so no pedestrian or bicycle involvement. Another was on the pavement (no car) and arguably should never have been included. Another was between a car and a mobility scooter so not strictly a pedestrian accident and the recorded data clearly states 'not a pedestrian'. Even if one takes either figure of 11 or 8 this is hardly 'high' and of these, 7 were classed as 'slight' i.e. no major injury. So here again we appear to have WCC attempting to portray that there is a serious problem whilst the facts suggest otherwise.

"...sensitive siting of speed tables can help to reduce the amount of acceleration/deceleration.....by ensuring a more consistent speed"

This is inconsistent with reality. Motorists have to slow to avoid damage to suspension and/or to lessen the impact, they then accelerate. Therefore this statement is absolute nonsense. There are nine in total of these raised surfaces proposed so it does not appear that they are 'sensitively sited'.

"Jury Street...Warwick etc... are good examples where traffic calming speed tables are installed and no increase in air pollution is noted due to smooth and consistent speed along the length of the road"

This is at odds with WCC's own modelling which suggests a marginal increase of pollution on 2021 figures for the Kenilworth scheme. Anecdotal evidence from a Warwick resident also disagrees with the WCC statement and indicates that Jury Street is start/stop due to the humps and chicanes. It certainly does not appear to allow a consistent speed.

"..this proposed scheme.....will improve air pollution in the area"

This is another inconsistency - WCC's own modelling suggests a marginal increase (2021 figures). Furthermore smaller particulates (PM2.5) which are at higher levels of tolerance have not been specifically modelled so this statement cannot be relied upon with any degree of accuracy.

It appears that WCC are desperately making things up to justify the scheme. Different documents, data and statements contradict themselves or appear to distort the facts to suit the case for the scheme. Normally data is analysed to inform a decision. It appears here however that a decision has already been made and this has been followed by a thinly-veiled attempt to interpret the data to support that decision.

R. Wallace, Waverley Road, Kenilworth

7 April 2021

Dear Cllr. Clarke

I attach, for your information, my submission to Warwickshire County Council regarding their proposal for additional road calming measures in Warwick Road Kenilworth. You will see from my analysis that the whole proposal has little concrete evidence to support it and questions the professionalism of those putting this together and advocating it as a suitable scheme. A number of documents and statements appear to contradict each other and there appears to be a denial on behalf of council officers regarding the potential for traffic to divert to 'rat runs'. Neither has any consideration been given to widening the 20mph limit to include such roads, many of which have higher recorded average speeds than Warwick Road.

I would ask you, as portfolio holder, to examine this submission carefully as and the attachments are based on the council's own documents.

In the interests of protecting the safety and quality of life of residents living in these surrounding roads I would ask you to consider rejection of the council's proposal as it seems to deliver little if any real benefit and will probably increase the safety risk and levels of pollution on such surrounding roads.

Please feel free to contact me if you have any questions on the content of this email.

Yours sincerely

Richard Wallace FCILT  
Waverley Road, Kenilworth

Reference Traffic Calming Measures Warwick Rd Dear Mr Stanley, We would like to comment on the above proposal, in particular the displacement of traffic. As we live on Priory Rd we feel justified in commenting on this. Some of our comments could equally be applied to Brookside Ave. Since June 2020 I have been counting the amount of traffic that comes around Priory Rd at the junction with the station entrance. This has included, cars, vans, HGV's, cycles, motor bikes, buses and pedestrians. I have recorded the numbers heading away from from town (towards Bridge St) and those towards town (Waverley Rd). The pedestrian numbers are in fact far higher as it was impossible to count individuals as many were in families and groups of of 3/4 people which were only recorded as one unit. The dates I chose were also important, June 2020 whilst in first lockdown, September 2020 when schools returned. 12 November 2020 second lockdown and finally four dates in March 2021 when the traffic was displaced in Kenilworth because of roadworks. 9/6/2020 8.15-9.15 am Total traffic movements = 316 Away from town 146 Towards Town 170 16/6/20 8.15-9.15 am Total traffic movements = 366 Away from town 157 Towards Town 209 25/6/20 8.00-9.00 am Total traffic movements = 406 Away from town 187 Towards Town 219 This shows how the traffic is slowly increasing as people return to work. 3/9/20 8.00-9.00 am Total traffic movements = 599 Away from town. 263 Towards Town 336 (Please bear in mind the University of Warwick is still keeping the majority of its work force at home but schools have returned) 12/11/20 8.00-9.00 am Total traffic movements = 520 Away from town 241 Towards town 279 Date of second lockdown. 4/3/21 8.00-9.00 am Total traffic movements = 423 Away from town 187 Towards town 236 11/3/21 8.00-9.00 am Total traffic movements = 599 Away from town 238 Towards Town 361 Farmerward Rd

roadworks .Schools returned. 18/3/21 8.00-9.00 am Total traffic movements = 585 Away from town 253 Towards Town 332 Castle Rd roadworks 25/3/21 8.00-9.00 am Total traffic movements = 693 Away from town 330. Towards Town 363 Abbey Hill Rd works. Conclusions: We believe this clearly shows the considerable displacement of traffic from Warwick Rd on to Waverley/ Priory Rd. We therefore strongly believe that a 20mph enforcement should be considered for Waverley and Priory Rd, bearing in mind there are two nursery schools, one childminders, a Primary school plus property for 55+ age group. Parked cars along Priory Rd: In peak times it is impossible to have two lanes of free flowing traffic. Vehicles often have to wait for oncoming traffic to clear in order to continue travelling away from town as passing is extremely difficult. In many instances traffic actually travels along the pavement from 72 Priory Rd up to Priory Croft as there is no noticeable curb. It is extremely difficult to get out of driveways on the odd numbered side of Priory Rd due to parked cars. Lowkey accidents have happened, mainly wing mirror incidents, which generally are not reported. We have witnessed an increase in abuse by drivers to other drivers over the year. Due to the recent increase in HGV's and buses, I notice one of the 20mph flashing lights at the pedestrian crossing opposite the school has been knocked to one side. Will this now become the main route for all emergency vehicles? To perhaps imply Priory Rd is the A452 and as such the main route so no changes are needed would be unfair on the residents. Could we point out Fieldgate Lane, also part of the A452, is now one way, a measure introduced in order to reduce traffic. Equally, Beehive Hill A452 has traffic calming measures in place. To actually argue that you are planning these changes because of "pedestrian safety in Warwick Rd" is a little bit disingenuous. Talisman Square was a pedestrian area in town, it didn't take long for plans for Student accommodation to take preference over "Pedestrianization". With the future 1,700 housing development likely to cause traffic disruption, road closures from A46 road works, HS2 road closures and road works along Glasshouse Lane traffic will be struggling to move around Kenilworth. What ever the outcome Kenilworth has to be fit for purpose for all residents of all ages (not all can ride bikes) and visitors in order to get to the town centre. Make that too difficult and people will travel to Leamington or Solihull and Kenilworth business 's will be the main losers. Yours sincerely, Trudi and Ken Wheat 47 Priory Rd 01926853882.

Dear Sirs

I write with comments on the above scheme

For succinctness, let me summarise in bullet points

- the overall aims are laudable, very much needed , and i fully support the aims - however, I believe the approach to achieving them is deeply flawed and overall will have substantial injurious effects on the residents and users of Kenilworth's roads, and pavements - reduced pedestrian, cycle, and car and other vehicle safety, and increased air pollution in all affected roads. I also question how the council can suggest that the scheme itself is supported by Kenilworth residents - this is simply a made up comment from no real info ( smacks of a certain Mr Trump approach?) - perhaps somewhat disingenuous?

- the 20mph speed limit is excellent but absolutely needs to be extended to cover the current length of the temporary covid 20mph limit ( at the Texaco garage roundabout), and also to cover Waverley Road, and Priory Road - these roads badly need a 20 mph limit now, and far more so as part of the new scheme as traffic will divert to those roads to avoid the revised Warwick Road arrangements - these roads have a non controlled pedestrian

crossing ( accessed from hidden lanes on each side, and by a large primary school), a lights controlled pedestrian crossing, two childcare nurseries, a railway station, a centre for elderly day care, and serves as the main route from Waitrose supermarket. Moreover, there is parking on one side of these roads , effectively rendering Waverley and Priory Roads as single track, and severely restricting the visibility - all the above urgently necessitates a reduction of the current 30mph limit to 20 mph

- the use of speed humps has been proved time and again to increase air pollution as vehicles accelerate away from and brake into the bumps. many councils have removed speed humps following installation, on these grounds The installation period will also cause traffic diversions, which we know from recent road resurfacing are simply untenable, especially for buses . The fact that speed humops are there will also cause many drivers to re route via Waverley and Priory Roads, which are currently not fit for purpose

-there are alternative approaches to town centre which are working well, particularly shared space approaches, using coloured road markings, and dispensing with much of the signage clutter

So many councils understand these issues and act accordingly - please can Warwickshire do so too, and learn from the mistakes others have made and are now rectifying , and use the good practice developed and used by so many other councils

I trust you will think carefully and incorporate these suggestions into a revised proposal to more effectively deliver the sensible aims  
Please confirm receipt of this email

Many thanks

Best regards

Iain Beveridge

High House  
Upper Ladyes Hill  
Kenilworth  
CV8 2FB

07791017180

As a resident of Abbey Hill, Kenilworth I should like to support the plans for the permanent 20mph limit in the areas marked on the plans. However, I feel very strongly that the "speed platforms" are an extremely bad idea since Warwick Road has to remain the main thoroughfare in our town. The ROCK committee's reservations make total sense in pointing out the major drawbacks, in so far as the "alternative" routes that drivers might take to avoid speed humps are even more vulnerable to

heavy traffic: they should therefore have the same 20mph limit. ( e.g. Priory Road, Southbank Road, Waverley Road.)

I think that a couple of electronic speed reminder signs along Warwick Road would be far better than “speed bumps” and also that the temporary closure of the Station Road junction could be made permanent. The planners need to remember that there is **no sensible alternative to Warwick Road as a main thoroughfare** and BUS ROUTE, let alone the direct route for emergency vehicles – imagine being jolted repeatedly if you were in an ambulance!

Do everything to reinforce the speed limit except making the road uncomfortable to travel on: electronic signs, lights and white road-surface signage will do the job better.

Yours faithfully, Mr. D. R. MORRIS 16A Abbey Hill, Kenilworth. CV8 1LU

Sent from [Mail](#) for Windows 10

Dear Mr Round,

### **Ref: Warwick Road, Kenilworth - Proposed 20mph Zone and Raised Features**

I object to and strongly disagree with the proposal by Warwickshire County Council to install speed bumps and raised speed tables in Kenilworth's town centre.

It has been shown when introduced elsewhere that speed bumps do not improve the environment. Repeated slowing and accelerating at speed bumps causes more exhaust emissions from vehicles, with poorer air quality for pedestrians, cyclists and road users. They increase fuel consumption of vehicles. They slow vehicle flows unnecessarily causing more vehicle emissions. Travelling at 20mph is an inefficient régime for vehicles, further adding to exhaust emissions and fuel consumption.

Emergency vehicles frequently use Warwick Road on blue lights. Ambulances and paramedics, police cars, and fire appliances will be delayed by humps and response times will increase. Any sensitive ambulance occupants will be irritatingly disturbed by slowing for the humps, and the extremely uncomfortable ride.

A significant proportion of cars, vans and large trucks will re-route away from Warwick Road to attempt to avoid the humps and greater congestion in Warwick Road.

Alternative roads, such as Brookside Avenue, Fishponds Road and Greville Road where I live, are already obstructed daily by parked vehicles, and are not suitable as diversion routes. This Proposal will cause added safety and emissions problems.

Cyclists dislike road humps, and they cause further obstruction to traffic flow. How is this Proposal helping cyclists' safety and accessibility?

I also object to the proposal to extend the temporary 20mph limit in Warwick Road. This limit was imposed temporarily to help social distancing during the Covid-19 restrictions. I am expecting this limit to be rescinded when all Covid-19 restrictions are removed on 21st June 2021.

Your appended accident statistics do not suggest that the lower speed limit in Warwick Road is useful or justified. The only fatal accident in the 5-year period was not near Warwick Road.

The speed of vehicles in Warwick Road largely self-regulates because of traffic density, and a blanket speed limit is unnecessary. With heavy traffic, a 20mph limit will have no effect because speeds are less than the limit. When traffic is light, pedestrians have traffic light crossings and islands. These are sensibly used, and no changes are needed.

One single speed limit is not flexible, and does not take into account different traffic densities at different times during 24 hours, and different road and weather conditions.

Warwick County Council claim they avoid unnecessary expenditure. However, if money is available, I suggest you re-surface Albion Street or the other roads in Kenilworth that need similar attention. This would make these roads safer for cyclists and all road users. The cost of the Warwick Road, Kenilworth - Proposals certainly cannot be justified.

Yours sincerely,

Donald H Crump  
Kenilworth  
Warwickshire

Dear Chris,

My wife and I wish to object to the proposed 20mph zone and raised features planned for introduction along Warwick Road in the Kenilworth town centre area.

We do this on the basis of the real effect this will have on traffic along the residential side roads surrounding this area immediately and increasingly, once normal traffic volumes resume, post pandemic.

There appears no plan to mitigate the increased air pollution, speeding traffic (of all weights and sizes travelling in excess of 30mph), additional noise, indiscriminate parking (road safety and damaged grass verges) and increased road jams as traffic endeavours to avoid the calming measures and exit the side roads once past the area concerned.

This will all be further compounded by the ridiculous plans for over development of the Castle Farm area.

We both believe the Warwick Road proposed plan should also include the surrounding roads in order to reduce risk of further increasing problems in the residential roads.

Queens Road, Randle Road, Barrow Road, Siddeley Ave and Brookside Ave.

Yours sincerely,  
Dolores Jones and Michael Jones  
3 Brookside Ave.

Re: Warwick Road, Kenilworth Proposed 20MPH Zone Having looked at the proposals for the 20mph zone and raised features I am very much in favour of the scheme. However, as I live at the end of Warwick Road opposite St Johns Church, I was hoping that something could be done to reduce speed along the whole of the Warwick Road, or at least to enforce the 30mph limit. Since the temporary 20mph limit was introduced the improvement has been noticeable where motorists have been abiding by the 20mph limit although due to lack of enforcement or reminders fewer and fewer motorists abide by the limit. There are some drivers who, when traffic levels allow, accelerate hard as they leave the main shopping area after Waverley Road and also heading from the other direction into Kenilworth at the St Johns area of Warwick Road. I suspect that when some motorists have been through the enforced 20mph zone they may be even keener to speed as they leave that zone. The rest of Warwick Road is primarily residential with a number of intersections It would therefore be good if something could be done to encourage adherence to the current speed limit, whether that is 20 or 30mph Yours faithfully

Dear Sir,

We wish to object to the above scheme.

Our objection is because the proposals are unnecessary, and attempt to solve a problem that in our opinion doesn't exist.

There are already 2 controlled crossings in the length of Warwick Road that are subject to these proposals, as well as the traffic lights/pedestrian crossings at the Sainsbury junction. Due to these, vehicles already travel slowly along this stretch of road, and the application of the current 20 mph speed restriction has slowed traffic further still. In addition, delivery vehicles obstruct one or other carriageway for much of the day, acting as unintended speed restrictors.

The proposed speed cushions and tables will encourage pedestrians to cross the road at these points, as traffic is forced to slow, making the result of the proposals less safe than the existing situation.

Yours faithfully,

Steve and Sue Robbins.

Dear Mr/Ms Round

I would like to register my objection to the proposed traffic calming measures for Warwick Road in Kenilworth - or I assume that this is where they are for, as the proposal says Kenilworth Road, which is actually in Leamington. This error shows a complete lack of local knowledge of the area.

As a long term resident of Kenilworth (over 25 years) I can see no purpose to this - often the road is so busy that it is impossible to exceed the current 20mph limit, never mind speed. There are also natural calming measures in place - the pedestrian crossings and traffic lights at Sainsbury's already slow the traffic down, as does the ability for traffic to turn right across the road into side roads. Even traffic turning left causes natural slowing.

I would be interested to know the rational behind the proposals.

Yours sincerely

Carol Haigh  
Hyde Road, Kenilworth

Dear Chris

I would like to lodge a complaint against the proposed 20mph limit and speed tables in Warwick road in Kenilworth.

I have lived in Kenilworth for 8 years and have never seen anyone speeding over the normal 30mph on Warwick road. Speed is not a problem the only problem is traffic jams when the traffic is moving slowly there is a higher risk of pollution to pedestrians. Traffic calming measures are not needed here the best thing would be to allow traffic to move as smoothly as possible. Speed restricting tables cause more pollution and a greater risk to pedestrians because drivers are having to look at the road to be careful of the bumps rather than checking for pedestrians.

I believe this is a very poorly thought out plan that has no basis in fact. Who decided that there was a speed problem here? There just isn't. Keep the traffic moving through the town quickly and smoothly and this will retain the good low level of traffic incidents which we currently have, and will reduce pollution too.

Kenilworth residents really resent WCC making these kind of decision about our town when you do not live here.

Thanks

Naomi Grew  
14 The Gardens  
Kenilworth  
Cv82dx

<https://eur02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fkenilworth.nub.news%2F%2Fconsultation-on-warwick-road-traffic-calming-measures-extended&data=04%7C01%7Cchrisround%40warwickshire.gov.uk%7C3859c149f2a34a15f24b08d8fb4006e8%7C88b0aa0659274bbba89389cc2713ac82%7C0%7C1%7C637535599701407800%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikl1haWwiLCJXVCi6Mn0%3D%7C2000&data=8RWnDZV0YN0ODwSp9XXazbUr7bM9FhpD6IUvGK9vjLQ%3D&reserved=0>

The traffic speeding along the long straight Kenilworth Rd also needs exactly the same calming measures put in place and a starting point would be speed cameras which could be installed immediately.

Dear Sir/Madam Re. Warwick Road, Kenilworth - Proposed 20mph Zone and Raised Features  
Apologies for this letter written in haste as we realise it is the last day for consultation on Warwickshire County Council's proposal to introduce a series of speed cushions/speed tables and speed humps and a 20mph Zone on Warwick Road, Smalley Place, Abbey End, Kenilworth. We have read through the documents which purport to be in support of this proposal and struggle greatly to



see how the 'evidence' supports moves which: • Would impair greatly the use of the Warwick Road by emergency vehicles! • fail to take account of the fact that the entire length of the road is a mix of both residential and commercial meaning that, even in the 'designated as retail' section proposed for speed bumps there are flats above virtually all of the shops • will damage vehicles encouraging drivers to actively go via other routes causing huge additional loading on the adjoining roads such as Southbank Road, Priory Road, Siddeley and Brookside Avenue which are already difficult to navigate/ • and also that they create a lot of additional noise which will impact the residents at night. The evidence appears to consist of: • a list of reported incidents which relate to areas all over Kenilworth. Not one of your 87 traffic accidents over the 5 years period from 2013 to 2017 appear to be to do with speed. We have pedestrians drunk or running and not looking, some of the accidents happened a long way from where the speed bumps are proposed – notably at known risky road junctions such as Rouncil Lane and we even have a cyclist on the pavement. • Alleged pollution levels which acknowledge that they will tend to rise (not fall) but fail to take account of the fact that the acknowledged (and significant) traffic re-routing will raise pollution levels in all of the side roads without exception. That average speed cameras 'is not liked', is not a statement of opinion which is adequately explained. It is not what the Council like but what the people of Kenilworth like surely and it is the duty of the Council and its Councillors to listen to the majority opinion which where stated is expressing considerable concern. Will you be happy when the complaints and claims come against you for damage to cars and other vehicles? An average speed camera at the top and bottom of the section together with reminder signage will swiftly help vehicles to slow down and comply – this is known well even on open roads where there are no local residents e.g. the A446 north of Coleshill. An 'out of the box' idea would be to introduce driverless cars sponsored by local electric car manufacturers (with their advertising hoardings or 'sold on' advertising space) which simply drive up and down the Warwick Road at a constant 20mph during peak periods... in a loop to keep traffic at a constant speed... Programmed to stop if emergency vehicles need to be let through – something creative for the future maybe? Not so far away is the option to look at the latest 'intelligent' speed bumps filled with a non-Newtonian liquid that hardens if you go too fast. The design means slow drivers won't be affected but motorists driving too fast will be met with a bump. These liquid speed bumps are currently only used in parts of Spain – where it was invented – but this could be the future of traffic calming across the world. We would urge you very much to rethink the current proposals which are poorly thought out, will not have the intended result but will have a range of unpleasant and unjustified consequences re. noise, pollution and vehicle damage including on other routes through town thus massively increasing all three issues with vehicle damage on side roads being more of the type relating to wing mirrors one suspects.

### **Re Consultation on Kenilworth Traffic calming/ pedestrian and cyclist safety measures for Warwick Road and surrounding area.**

I am Caroline Wilson and with my husband Adrian Wilson we live at 21 Waverley Rd. Kenilworth CV81JL.

We object to the proposed physical speed bumps/humps both along Warwick Road and the feeder roads on several grounds.

a) traffic will divert to avoid Warwick Rd, mostly along Waverley/Priory Road. These are designated A Roads and already show on some maps as a way through. This is already happening with the reduced speed limit of 20 [m.p.hr.](#) along Warwick Rd. We are used to temporarily increased traffic when the ford is up or the main road closed for a few hours for a festival- but there has already been a marked increase in both volume and in some cases

speed. The junction of Priory Rd to Abbey Hill is already complex. Waverley Rd/Priory Rd. are lined with residential properties, 2 nurseries, the entrance to a primary school, a church and Hall (where Brownies/U3A etc meet), several takeaways and small shops, the entrance to the station and station car park (with a traffic light crossing on a bend- just waiting for an accident). Many school children walk along the pavements. Many people walk along, some going up to Abbey Fields. Personally when I walk up the road I find myself crossing many times to avoid people, and this is difficult with the volume and speed of traffic. The many families, pensioners and other people living along the road are affected by the noise, pollution and impact of the increasing volume and speed of the cars, buses and lorries.

b) People with bad backs/hips etc can find it uncomfortable to be in a car going over a speed bump. I expect ambulances are not keen either.

c) Kenilworth has benefitted from being part of the road course for a number of international bike events in the last few years. This provides a free spectacle for many local people, who line the street to cheer. I believe the events bring millions in revenue to the area. If there are humps/bumps along the route this would not be possible.

d) Local cyclists also need to be careful and alert when crossing a hump/bump. It is possible to be thrown from a bike.

e) If after the pandemic “Kenilworth Carnival” is restarted, with its procession of flat backed lorries covered in children, they may find the humps/bumps on Warwick Road an extra hazard.

Kenilworth already benefits from 3 pedestrianised areas along the main Warwick Road- i.e. places where people can meet and spread out i.e. Abbey End, Talisman Square and Tannery Court. One can always improve these, but they are pre existing areas. Talisman Square has been much enhanced already this year by new and imaginative plantings.

We agree with the retaining of the closure of the junction of Station Road and Warwick Road. This temporary closure has worked well, both giving more space to pedestrians to meet and chat and spread out. It has also removed the problems of drivers disobeying the “No right turn” onto Warwick Road. Despite road markings and multiple signs some drivers chose to disobey and turn right- thus jeopardising people crossing the road near that junction.

I would suggest the council considers installing a zebra crossing (not bumps) by the junction of Station Road and Warwick Rd (on the clocktower side). I know there are already lights a bit to the right and lights a bit to the left, but many people come along Station Road and want to cross e.g. to go to the HSBC bank. I frequently cross at this point and so do many others. This would also help slow down the traffic more when many people are around.

I find the crossing outside Sainsburys can be hazardous, with cars turning into crossing people.

There is a short stretch of narrow pavement on the Warwick Rd, on the clocktower side of Sainsburys. I don't know of a way to widen this without altering road width. There have been bollards put into the pavement near this stretch to protect pedestrians.

Personally I preferred when the speed limit along Warwick Rad was 30 mph- though I think this should be enforced. It would encourage traffic to use that route rather than the

surrounding residential streets. Numerous lights or zebra type crossings would give pedestrians easy and safe crossing points, particularly during peak shopping hours- not necessarily during peak car hours.

I have lived in London, Brighton, Sheffield and Kenilworth. Kenilworth is a wonderful town- and the only place I know that frequently blocks the main road for a few hours so that the community could have a festival or celebration or sporting event. Keeping that balance between pedestrianised locals and the perception of through traffic that the town is accessible and welcoming is hard. I am a keen environmentalist and well aware of climate change. I just don't think the humps/bumps proposed are helpful in this case. They are quite costly to put in and cannot be switch off like a traffic light. There are other ways of spending scarce resources.

Yours sincerely, Caroline and Adrian Wilson

Dear Graham Stanley

As a resident of Kenilworth I am very much in favour of the above.

I appreciate there will be residents who are fearful of the extra traffic which will use side roads, especially as we gradually get back to nearer normal.

There would need to be plans to divert traffic away from Kenilworth such as HGV's/delivery vans only using Warwick Road as a shortcut, which could emphasise the 20mph & therefore act as a deterrent.

However, I believe at the same time other measures, **NOT costly ones**, should be extended/put in place up to the island by St John's Church.

Currently, with the Covid plan, 20 mph extends up to the island.

At very least

**1] 20mph should be retained between Waverley Road & the island.**

The one floppy 20mph attached to a lamp post on LHS going in the direction of Leamington, between the Sainsburys traffic lights and the island, disappeared a few months ago.

The one floppy on the other side of the road is still in place.

The result - with so little to remind residents of the 20mph speed limit on this stretch, some do, some **do NOT** observe it.

Please can the floppies be replaced by **2 solid signs on both sides of the road** which will last.

I have been in contact with Marcus Alford Longley regarding the one floppy which has disappeared.

**2] The timing of the pedestrian crossing ....could be changed so it is much more pedestrian friendly.** Currently it's a long wait after the button is pressed, before the lights change and crossing is possible.

I hope very much these points will be taken on board and adopted.

Yours sincerely

Pippa Austin

Dear Mr Stanley,

I am emailing regarding the proposal to introduce a permanent 20mph speed limit along Warwick Road. Like many other Kenilworth town centre residents I am fully in support of this.

However, I do strongly object to the suggestion of installing speed bumps along Warwick Road. The justification for this outlined in the proposal document is inherently flawed and is based on inaccurate data - as has been clearly pointed out in the detailed report submitted by resident Richard Wallace (a resident with considerable and specific knowledge about traffic, road safety and town centre pollution). I am in total agreement with everything Mr Wallace states in his report.

However what I would expect to see in addition to the Warwick Road proposal is the extension of the 20mph speed limit to most of the town centre roads i.e. Waverley, Priory, Bertie, Station, Southbank, Brookside, Barrow, Randall, St Nicholas, Siddeley and Mortimer plus any others that feed into the traffic network around the town centre. Failure to do so will lead to a worsening of the "rat run" situation that already exists. This was clearly evident when resurfacing works took place around Abbey End at the top end of Warwick Road - the diverted traffic (buses, lorries, commercial vehicles) caused mayhem and almost gridlock along residential roads which just cannot cope with the increased volume of traffic (and pollution) on a permanent basis. The reality is that these are the roads more likely to have accidents due to speed and also when heavy vehicles attempt to negotiate unsuitable junctions e.g. from Priory Road at the top of Abbey Fields (a notorious accident black spot).

I know for certain that my views are echoed by the majority of others in the community. It is your duty to listen to our opinion and spend money wisely on our behalf for the benefit and well-being of Kenilworth residents and businesses. Please demonstrate that you are hearing us.

Yours sincerely

Sue Davies

8 Bertie Road

Kenilworth

CV8 1JP

I live off Priory Road in Kenilworth and have concerns about the proposals for traffic on Warwick Road. If traffic is to be slowed down on Warwick Road drivers will naturally take the alternative road where there are no restrictions. That alternative Road is Priory Road which runs parallel to Warwick Road. Along Priory Road there are the following:

A primary school

Three nursery schools

Three accommodations for the elderly

A railway station

Two fast food outlets and some offices

A busy church with rooms used for sport and clubs

Primarily Priory Road is a residential street of mixed properties housing a community of families and old people. This is not a road to affectively divert extra traffic along. A 20mph speed restriction should be imposed and enforced on Priory Road. There is a much stronger case for increasing the safety of the children and elderly on residential Priory Road than on Warwick Road where the average speed of the cars is only 17mph anyway.

Perhaps you could let me know what alternate route you anticipate the traffic that would be deterred from using Warwick Road by the proposals would take, and how you propose to keep the other affected roads safe too. I look forward to your explanation

Kind regards  
Joan Morgan  
10 Priory Croft CV8 1LP

I would like to express my concern about the traffic calming measures proposed. I believe it is inevitable that a large volume of traffic will be displaced to other very unsuitable town centre roads with consequent dangers to pedestrians. (Many people use these roads to walk to the shops)  
I feel that a blanket speed limit should be applied to town centre roads along with appropriate enforcement measures. I would guess that speed cameras would be suitable.

Regards  
Mike Arrowsmith (Southbank Road)

Dear Mr Stanley  
Re: Traffic Flow Consultation Kenilworth

We have been residents of Bertie Road for 16 years, and lived in Kenilworth for 40 years.

The proposed traffic calming of Warwick Road strikes us as a good idea but has consequences for those of us in this immediate vicinity. Given all the possible permutations, our views are best represented by the following points:

1. 20 mph limit on Warwick Road – good idea, but needs to be imposed by average speed check, NOT bumps in the road, which leads to pollution via deceleration and acceleration.
2. As a consequence of '1', traffic will be displaced into Bertie Road and other adjacent roads, which should therefore also have 20 mph speed limits, or else be a rat-run.
3. The utilisers/occupants of Bertie Road vary from nursery school children to the elderly in Tannery Court. Consequently, low-speed traffic is essential.
4. The closure of the junction of Station Road/Warwick Road forces traffic up through Abbey End car park (20 mph); for example, to collect a child from Clinton School one has to drive north to drive south again down Warwick Road in order to drive from east to west Kenilworth.
5. If that junction were open, then the perceived problem of people turning right into Warwick Road could be mitigated by moving the pedestrian crossing

currently by Lloyds Bank (too far north) to outside Zizzi's/HSBC, immediately north of Station Rd.

6. A more obvious solution to the problem in point '5' would be to widen the Station Road left hand pavement, and make narrow the right-hand pavement, and curve the road into an obvious bend into Warwick Road.
7. Finally, 4 out of 10 of us suffer back pain (NICE.org.uk) and we would either be made worse by driving over speed bumps, or find an alternative route (down a residential road like Bertie Road).

It doesn't seem to us that these suggestions carry a high financial cost, but the improvement to traffic movement in this area would be substantial.

Yours faithfully,

Mr & Mrs John & Julie Heptinstall  
23 Bertie Road, Kenilworth CV8 1JP

13 April 2021

Dear sir

I strongly object to the proposed traffic calming on the Warwick road Kenilworth. I have no objection to the 20mph limit but not to speed humps and the rest

Lets take a look at the situation.

- 1) In normal times Warwick Road so busy you can't go above 20mph
- 2) The length of road concerned already has three sets of traffic light crossings
- 3) All it will achieve is to send traffic down side roads on unsuitable roads causing more pollution
- 4) If you want to make the road safer may i suggest the removal of the A boards and flower tubs making the pavements more accessible for users.
- 5) I think this is a total waste of public money

Yours

Mr Chris McIntyre

Warwick Road, Kenilworth – Proposed 20mph Zone and Raised Features

## OBJECTION

I wish to register my objection to the above proposals as I believe they will:

1. fail to address the Council's own Statements of Reasons

2. have detrimental impacts on other areas of Kenilworth

and, in the process,

3. consume considerable sums of taxpayers' money without delivering benefits

I am a Kenilworth resident. I live on a busy residential road in the centre of town. I am a pedestrian (walker and runner), a cyclist and a car driver. Therefore, I have an interest from many perspectives in the proposals.

### 1. Failure to address Statements of Reasons

Salient extracts include:

“...to improve safety and accessibility for pedestrians and cyclists.”

“...to maintain low vehicle speeds...” “...also help to improve the environment for residents, especially pedestrians and cyclists...”

Sadly, this proposed scheme applies to one short section of one of Kenilworth's roads. It does not address Kenilworth as a whole. It does not consider pedestrian or cyclist journeys beyond this area, and it is reasonable to assume that these journeys will not all begin and end in this one section of road. Furthermore, the Council's accident statistics simply do not support any suggestion that excessive vehicle speed is a significant cause of accidents here, and certainly no more significant than other areas of the town. My reading of these statistics reveals that most would not have been prevented if road speeds were lower. Finally, my understanding of the Council's own information is that current speeds are not excessive and so I struggle to understand how further expense is justified, given these measurements pre-date the introduction of a 20mph limit in this area.

### 2. Detrimental impact on other areas

On this topic, it is strange to me that the Council switches from a localised, focused, detailed proposal for one small section of one road (in point 1 above), to a broad, general mention of “network-wide statistics” in order to dismiss the possibility that the proposed scheme will result in traffic displacement to other Kenilworth roads. It is my firm belief that traffic will be displaced as drivers seek to avoid road-calming measures, or are guided that way by SatNav systems. I can find no attempt to model displaced traffic and would expect this very significant factor to be appropriately analysed. In my opinion, this is a significant error of omission. Displaced traffic will cause increased pollution levels in residential roads with schools, nurseries and care homes on them – all this just months after a Coroner's Court in London found that air pollution made a material contribution to the death of a nine-year-old. I am concerned that small particulate pollution levels

are not a prominent factor in the proposals. Finally, due to the unintegrated nature of the proposals, traffic will increase on roads that have on-road parking, leading to restricted visibility for drivers, cyclists and pedestrians (including school children) and reduced road widths compared to the Warwick Road (i.e. not wide enough for buses or trucks to travel in both directions at the same time). I believe this will be detrimental to the town's overall safety.

### 3. Taxpayers' value for money

None of the proposed changes will come free of charge. At a time of national crisis, we should expect the business case for such proposals to meet an even higher standard than normal, given the extraordinary impact of the pandemic on our nation's finances. In my view, there is a very significant risk that Kenilworth as a whole town (not just one small stretch of one road) will be worse off as a result of the proposals. I would not be happy to see precious taxpayers' money spent when potential benefits seem so unclear and so uncertain.

In summary:

1. The justification for the proposal must be more transparent. Why are we doing this? What is the problem to be solved? What is the opportunity to be seized?
2. The evidence needs to support the proposal. It does not.
3. Alternatives ought to be considered (including a 'do-nothing' option or 'base case').
4. The 'base case' could usefully be the recently introduced 20mph limit.
5. A broadening of a 20mph limit to other through-Kenilworth routes might provide broader town-wide benefits than changes to just one road. I for one would not object to such a proposal if it were presented as an integrated solution for Kenilworth town.

Yours faithfully,

I wish this email to be considered as part of the consultation on this scheme. No detailed response is made since I support the scheme, its proposals and all other measures which may be put in place to enhance the safety of pedestrians and cyclists.

My only point is that consideration should be had to the introduction of average speed cameras to enforce the 20 mph zone.

I understand you have enough documentary evidence to support their use.

Coventry City Council have reported very high levels of success in the use of average speed cameras, notably on a section of the London Road.



Neil Eaton

Dear Mr Stanley, Councillor Cockburn, councillors and other interested parties,

Further to my email dated 27/3/21, and to the responses made, I felt it necessary to point out that the proposed traffic calming measures on Warwick Road itself are very unlikely indeed to achieve a safer environment either on Warwick Road itself , or generally to add to pedestrian safety on other roads.

I am supportive of 20mph speed limits throughout central Kenilworth, to match that imposed on Warwick Road some months ago. However such a limit needs to also be put on Waverley Road , Priory Road, and Whateleys Drive. Speed cushions etc on Warwick Road will not further lower vehicle speeds there ( already dropped to 16mph) and thus obviously will not lower the accident rate there. It will though put huge extra amounts of traffic onto Priory, Waverley and Whateleys. Between 8am and 9am on a school day there are many parent/ child movements, sometimes children scooting or running on ahead or waiting for parents and traffic at the very busy Priory/ Whateleys junction. At this time of day and at school pickup times there are some vehicles even mounting the pavement as they enter Whateleys Drive from Priory. **These are accidents waiting to happen.** Amazingly there does not seem to have been any formal monitoring of traffic nos or pollution levels on these 3 roads, or on Spring Lane and the school crossings which serve St Nicholas school there.

I hope to hear that WCC has reconsidered their proposals in light of the above observations.

Yours sincerely

Marie Stewart  
24 Priory Road  
Kenilworth  
CV8 1LL  
01926 511178

I wish to place my objections to the proposed Extra Street Calming planed for the main through road called WARWICK ROAD in Kenilworth

We have a speed limit of 20miles per hour for any traffic along that stretch of road already.

Plus 4 sets of traffic lights

And 2 bus stops

The main traffic along this road in the daytime are busses (for their bus route)

which have to stop at bus stops along the route which automatically slows the traffic down.

There are 4 sets of traffic light along the main route which also slows the traffic down.

there are also two main car parks either side of the main road which Local traffic will be turning off the main road to access these two main carparks which slow the traffic down.

So the 20 mile speed limit ... The 4 sets of traffic lights ... the 2 bus stops.... and access to the 2 main car parks all add to the traffic calming on the WARWICK ROAD in Kenilworth.

I think it would be a waste of money and time to focus on the WARWICK ROAD

Why don't you think about doing something with SIDDELEY AVENEUE, which is a fast road and is used by traffic to avoid the WARWICK ROAD.

kind regards  
Mrs Margaret McIntyre  
Local Resident in Kenilworth  
Keep Safe

Afternoon,

I wish my views in relation to the below proposals for traffic calming measures in Kenilworth Town Centre to be noted and taken into account.

Whilst I have no objection to the intention to improve road safety in the town centre area, I am extremely concerned about the inevitable consequences of doing so for the residents of Windy Arbour and Park Hill, as indicated on the below map with a blue line.

This blue route is an obvious 'bypass' to avoid the traffic calming measures to be implemented in Warwick Road. The blue route is residential, subject to a 30 mph speed limit and contains a dangerous cross roads with Leys Lane and Whitemore Road, as indicated with a star on the map. This is a particularly busy junction due to Kenilworth School and also the commercial premises (Tesco Express and Dominoes) that are situated in Leys Lane. Visibility exiting Leys Lane into either Windy Arbour or Parkhill is restricted due to a large oak tree. There has consequently been a number of accidents at this junction over the years.

My own house is situated close to this junction and over a period of time I have become increasingly concerned with the increased number of vehicles already using this blue route (I assume to avoid the town centre) and particularly their excessive speed. As the map shows, the blue route is straight and there are no traffic calming measures in place, a situation that does nothing to deter speeding.



accident rate (10) during this period in the area between the Thickthorn Roundabout and the A452 junction at Waverley Road.

Perhaps the period 2013/17 was an unusually bad period for the Waverly Road to Kenilworth Clock section of the town centre.

I think that you need statistics that a) cover a longer period and b) include the latest figures if you are to justify the expense and disruption that you proposed traffic calming measures will cause. You also need to show that traffic will not be diverted to suburban roads. Anything that encourages drivers to do this is a bad idea.

So I am still against the "proposed Traffic Safety Measures".

Yours sincerely,

Joanna Illingworth

Dear Sirs,

I write to object to the above proposals as have been published.

As regards the proposed 20mph speed limit, this is not so much of an issue, because the current level of traffic and obstructions caused by stationary vehicles already make it unlikely that vehicles will actually reach that speed, especially when the road is busy, which is when accidents involving pedestrians are likely to occur. Traffic slowing objects such as stopped delivery vehicles and cars temporarily left while their lazy drivers "nip" to banks and cash machines already cause traffic to slow down and stop. It is a main bus route and buses quite legitimately have to stop and inevitably have the same effect. Such features are currently available at no cost to the taxpayer. However, the combination of a 20mph speed limit with other features such as speed humps is likely to cause such frustration and irritation to drivers that they permanently will seek to exploit alternative routes through residential areas, as they do at present when Warwick Road is closed because of an event such as the Christmas lights switch on of the Food Festival. The effect on narrow roads to the west of Warwick Road is noticeable on such occasions and the proposed measures would simply switch the problem, if there is one, from one place to another. Indeed, there could well be new dangers when unwary pedestrians, accustomed to these side road being quiet, unexpectedly encounter heavy traffic.

The survey on emissions indicates that the measures would have no significant effect on air pollution. As far as I can see, the traffic analysis fails to show to what extent speed has had on accident figures. The individual reports seem to indicate that many other factors may have been involved, and it is difficult to see how any of them could have been avoided by a lower speed limit or "raised pedestrian features". The evidence presented does not make out a compelling case. or even any case at all, for these measures.

Yours faithfully,

John Oakley

46 Fishponds Road,  
Kenilworth,  
CV8 1EZ

Tel. 01926855312

As a nearby resident to Warwick Road I use the road most days as a pedestrian.

The proposals do not go far enough

Footpaths along this road are very narrow in places forcing pedestrians into the road

The increase and continued increase of pavement used by cyclists of all ages ... mobility scooters (some which are registered to use on the roads but still use the pavement) ... obstructions by signes, planters, bollards.

One way system required ... widening of footpath ... designated cycle/mobility scooter lane.#PLWD

Business building have accepted over the decades in change of shopping and service which are not related to a flow of vehicles.

Yours

Mr Chris Edgerton  
Flat 35  
Servite House  
KENILWORTH  
CV8 1RJ

### Warwick Road, Kenilworth – Proposed 20 mph zone and Raised Features

R.O.C.K Residents Association was originally set up in 2004 to give concerned residents a voice over the proposed ten phase redevelopment of the town centre. We have been active since that time and working with local representatives until the present day contributing in a positive way to many issues affecting the town centre.

The current consultation has created much anxiety amongst residents. Many we know have written to you and copied to ROCK but we have also received a significant amount of correspondence from mainly elderly residents who would not feel comfortable and are not in the habit of writing to the WCC or to Councillors.

We have analysed all the responses received to ensure that each one is given fair consideration and for this reason we can only write to you now, close to the end of the consultation period. We can say confidently that, firstly, no residents who have contacted us are in favour of this proposal, secondly, we have received more correspondence on this consultation than on any other since 2004 and thirdly, residents were concerned that key information was left out from the initial document pack, though this has subsequently been corrected.

Richard Wallace, a ROCK member has prepared a comprehensive and well written paper that covers a lot of issues and this has been sent to you. Our MP, Jeremy Wright QC has been in touch with us following representations from ourselves and has indicated his support of the residents. We will concentrate on the points that have been raised by residents:

#### Displacement of Traffic

Residents are very concerned that a considerable amount of traffic will be displaced from the Warwick Road onto surrounding residential roads both East and West of Warwick Road. Residents Of Central Kenilworth

Detailed modelling on the impact on specific roads does not appear to have been conducted and so residents in Waverley and Priory Road, are particularly worried. Notwithstanding they are designated A roads, they are quite narrow, with little on street parking and the potential for two HGV vehicles to pass safely is very limited. The junction at the top of Priory Rd/ Abbey Hill is dangerous and residents are aware of frequent accidents. If HGVs take this route travelling North will they continue on the A road ( now the one way and narrow Fieldgate Lane) or will they turn left up High Street and try and negotiate narrow Castle Hill? HGVs cannot easily turn left at the top of Priory Road because of the existing pedestrian refuge. Where there is off street parking in Waverley and Priory Roads it is difficult to manoeuvre vehicles in and out of driveways. Elderly residents of Waverley Road have particularly complained that it will become even more difficult to walk across this road to go into town.

#### Speed of Traffic

The existing average speed for traffic in Warwick Road is well below 20mph at the moment but much higher than this on surrounding residential roads. There is concern that displaced traffic will only add to known speeding issues on centre of town residential roads, Kenilworth Community Speedwatch can confirm.

## Pollution and Traffic Calming

Residents are concerned that air quality could deteriorate significantly along Warwick Road after speed humps and tablets have been installed. A combination of acceleration and braking of vehicles is likely to increase pollution in an area where emissions are already close to exceeding current legal limits. We understand that adding new calming goes against the current national trend, where it is being reduced, as a result of pollution. Displaced traffic will lead to extra pollution in residential areas.

A significant number of residents do not believe that the proposed speed humps and tablets will lead to improved safety or a potential fall in the level of accidents. We are trying to encourage cycling and speed bumps do not help cyclists. Have the needs of the visually impaired been considered with these proposals?

### Proposals for consideration

1. The majority of respondents are asking for a 20mph zone to encompass the town centre to include Abbey Hill, Southbank Rd, Station Road, Bertie Road, Waverley and Priory Roads plus known “rat runs” on the west of Warwick Road around Brookside, Siddeley and St Nicholas Ave's and Mortimer Road. Pedestrian footfall is high in these residential areas which also contain Primary schools, Nurseries, Doctors surgeries, elderly persons facilities and homes, plus shops close by. It is seen as a time to improve safety and rebalance the equation in favour of the needs of pedestrians and away from the motorist.
2. Instead of implementing speed humps and tablets, many residents ask that average speed cameras be installed at the top and bottom of Warwick Road. As an important aside this would allow the men's and women's national cycle races to continue to use Kenilworth and Warwick Road as a stage with a sprint finish. All of these events have brought significant extra benefit to the town and district. The classic car rally could continue to drive along Warwick Rd.
3. Please consider reducing the dwell time on existing traffic lights and pedestrian crossings on Warwick Road.
4. Please alter the layout of the Sainsbury's traffic lights that seriously confuse motorists who are uncertain on the right of way.
5. Some residents favour installing traffic lights at the end of the Station Rd / Warwick Rd junction, that will allow the right turn to be reinstated.
6. A significant number of residents ask for the removal of the barriers currently positioned at the end of Station Road and request the reopening of the junction out

onto Warwick Road. Also some residents would favour a new zebra crossing in the same place, enabling a free-flow of pedestrians.

7. Some residents feel now is the time for WCC to consider how we may reduce through traffic from Kenilworth.

We trust that the views of the residents will be considered in the consultation process and that you find them measured and relevant. We will be happy to attend any meeting to clarify any issues if necessary. Please acknowledge receipt, and we look forward to hearing from you.

Reference: The road safety scheme proposed for Warwick Road, Kenilworth.

I write to register my objection to the above scheme, the declared aim of which is to *'improve the environment for residents, especially pedestrians and cyclists by restricting vehicle speeds and improving road safety'*.

My primary disagreement is that the danger to users, pedestrians and cyclists, is not created by the excessive speed of traffic along the Warwick Road but by other factors, namely:

1. The pavements are cluttered with obstructions and trip hazards. These are predominantly, but not limited to, the flower boxes and the numerous advertising boards. Many of the accidents and incidents which occur, born out by police and ambulance reports, have been due to these and by the factors detailed at 2., below. It is extremely difficult for elderly and disabled people to negotiate our cramped and narrowing pavements without having to overcome the additional hazards caused by these obstructions.

This dangerous situation has of course been exacerbated by the pandemic and the need to social distance, with pedestrians having to constantly weave and step into the road to avoid the many obstructions.

2. Vehicles, in the main delivery vans (there are allocated service areas located at the rear of the shops) constantly park on the double-yellow lines and sometimes, unbelievably, on the crossings and unguarded sections of the pavements. This results in pedestrians who are attempting to cross, and cyclists trying to pass, being unsighted by these vehicles. There are only two controlled crossings provided for a long stretch of road and it is therefore are forced to cross where they can as it is arguably unreasonable, and unrealistic, to expect them to use these exclusively. I must add that it is impossible for our already overstretched Police Officers to enforce the restrictions along the Warwick Road throughout the day.

I would finally add my voice to those who have asserted that the proposed traffic calming will increase the volume and speed of traffic along the rat-runs which are used by through traffic to circumnavigate Warwick Road. This problem will also increase drastically on Brookside/Siddeley/St Nicholas/Rouncil if the proposed large development at Castle Farm goes ahead. The suggestion that a 20mph limit along these roads would help to reduce the speed of traffic is, in my opinion, misguided. Having observed numerous drivers racing along Brookside Avenue at speeds in excess of 45 mph, I suggest that 20mph will mean nothing to them, as does the 30mph limit!



Doug Drane  
15 Mercia Avenue  
Kenilworth.

Dear Mr Stanley

We are writing to object to the proposed plan for traffic calming measures along the main A452 road that runs through the Kenilworth town centre. As residents of Southbank Rd, and members of the ROCK group, we are fully supportive of the thoroughly researched objection tabled by ROCK which poses fundamental questions as to the plan's worthiness. In fact, it supports our view that motorists will take alternative routes - indeed, as commuters using this road regularly we would certainly use other roads!

This road links the A46 / M40 roads to the A46 / M6/M42 routes, not to mention Coventry / Leamington and Birmingham / Solihull etc. It's therefore a very busy road with motorists keen to get from A to B as quickly and as easily as possible. The section of road running through town is subject to 20mph speed limit in addition to the slowing of traffic with pedestrian crossings and busy road junctions. Please do not underestimate any disruption to this busy through road - the effect on surrounding roads when it's closed due to the Ford flooding, closures of road such as A46 etc. As a daily commuter using the road over the past 25 years I ( Mark ) has experienced this and is therefore convinced these measures will not help.

As an example of road closure in the town, we would like to highlight the danger to pedestrians caused by the displacement of right turning traffic from Station road onto this main road - traffic use instead the Abbey End Car park service road - a road that has no pedestrian crossing and poor pavement visibility due to parked cars and a slight hill. We have three year old twins and regularly cross this road to go into Abbey End and this is a genuine hazard.

Copying the measures employed on Leyes Lane to this road will turn many to use other roads as it will many others: Waverley / Priory Rd, the roads from Rouncil Lane to Brookside Ave, Farmer Ward Rd etc - none of which has the road barriers on Warwick Road to restrict crossing, Pedestrian crossings or indeed traffic lights at junctions. They do however have Schools, Nurserys, Care homes and Residential settings - none of which to us should be subject to frustrated motorists trying to get from A to B as quick and easy as possible. A perfect storm for increasing the very risk of accidents that you are so keen to reduce.

We genuinely question if this is the best use of the money it will cost. This road is an important asset of Kenilworth's with its commuter links making the location highly attractive. Please read the objection and thorough research compiled by ROCK and please help this road flow as easily as possible, make it as stress free to use as possible and with the 20mph measures we're sure that this will prove the best line of attack. Either that or invest the money in a future by-pass.

We are residents of Southbank Road and although very concerned about these measures, we appreciate the consultation and the extension to the deadline of today 16th April. Thank you.

Yours Sincerely,  
Mark & Sarah Phillips

Going back to this I don't agree at all.

My experience is that people are going 20 purely based on the signs that are visible. I've not noticed any impatient traffic behind me because I'm going 20. I'd love to know how many pedestrians that are injured were also jaywalking and not using crossings. For some reason jaywalking has become almost a hobby on Warwick Road. I've never understood it.

So you are spending all this money for no good reason as far as I'm concerned. There is no problem to fix. What a tragic waste of public money.

***So further to your enquiry/responses below***

***Accidents***

a) Will you explain why you have included a pavement accident (No. 23/87) with no motor vehicle involvement to justify a **road** calming measure?

We include all accidents that are reported by the Police as a Road Traffic Accident in any scheme that we are investigating.

The accident in question involved a Mobility Scooter travelling in the Precinct which hit two pedestrians. In this Case it gives us information as to whether we need to give Education to Mobility users in the use of their vehicles. Especially in a a busy environment like The Precinct.

b) Will you explain why you have included three slow-speed accidents involving a banned right-hand turn to justify road calming measures?

We have included the three slow-speed accidents from Station Road involving vehicles turning right into Warwick Road illegally, as they are accidents that have involved pedestrians, a vehicle may have been turning illegally but it did result in an accident. This is something we need to consider in the overall scheme to address the illegal manouvre of vehicles at this junction.

***Displaced Traffic***

c) The Vectos analysis shows that as a result of the speed humps some traffic will be displaced to other roads. Will you clarify whether you have also carried out a driver behaviour analysis to assess the additional impact of motorists avoiding eight speed humps using either entrance/exit to/from the Clock Tower in preference to roads with no road calming?

I am not aware that we need to undertake a driver behaviour analysis, I appreciate that a Driver Behaviour study gives you the insight you need to improve how drivers use their vehicles day-to-day, and that it is driven efficiently and safely and means that costs are less overall in fuel and servicing, is greener and has fewer accidents, however if a motorist has passed his driving test he has passed to drive on the highway..

### **Pollution**

d) There appears to be a discrepancy in the modelling of air quality impacts (Vectos document VM195214) which shows only a total of five raised tables modelled whereas the final scheme presented shows a total of nine raised tables/speed humps. It would thus appear that this analysis is incomplete and underestimates the modelled increases in pollutants recorded, possibly by nearly 80%. Can you please explain why the other raised surfaces have been omitted from the model?

The original modelling carried out on the Warwick Road was carried out before the final agreed design was put forward.

e) Smaller particulates (PM2.5) have not been specifically modelled in the air quality assessment and when these are split out from the broader PM10 analysis it shows that in a number of areas around Warwick Road and surrounding streets the levels are already at the limit of tolerance even before these proposed changes. This suggests that by confining the model to the broader PM10 analysis, which does include PM2.5, it is less granular and disguises the more critical increases of smaller particulates which are liable to occur. Can you explain why a specific analysis of the impact of the scheme on PM2.5 particulates was not carried out despite these already being at the limits of tolerance? If not, why not?

I am unable to confirm why the Modelling was confined to the broader PM10 analysis , we are aware that Warwick District Council who are responsible for monitoring Air Pollution in Warwick are looking for Zero Emissions by 2030 on all roads in Warwick, and that they have a monitoring site on the Warwick Road, Kenilworth. They may be able to give you a more detailed breakdown and trend analysis better than I can do.

### **Other Measures**

f) Will you explain, what if any, other less disruptive measures have been considered?

A number of feasibility options were considered in the initial design, do we consider speed cushions against road humps. or both, raised tables at each junction especially where pedestrians are crossing, locations of nearby formalised crossing points located away from the desire lines for pedestrians. Reduction in the width of the carriageway to make the footpaths wider for pedestrians, mobility scooter users and vulnerable pedestrians all factors we considered in this design.

g) Will you explain why you have not considered implementing a 20mph restriction on surrounding roads which will see more traffic and where average speeds are already much higher?

The 20mph Speed limit for Warwick Road from Waverley Road to Abbey Fields is the only road we are considering having a 20mph speed limit, if a 20mph speed limit was to be

considered for all other roads there would have to be extensive traffic calming measures installed on each of those roads to meet the Department of Transport's Criteria for Setting Local Speed Limits, we just don't have the budget to do this on all roads in Kenilworth.

### **Consultation Procedures**

h) Will you set out what consultation has taken place with organisations representing the blind/partially sighted to assess the impact of the scheme on those with such disabilities?

As part of the Statutory Consultation procedure for all schemes we do contact The Royal Institute for the Blind, and the Guide Dogs for the Blind where we have a very good working relationship with them.

i) You have claimed that there is 'widespread support' for the scheme based on a two-hour consultation on one Saturday morning in September 2019. As evidence shows that only 56 people commented and there was no majority support for any of the schemes offered (and no alternatives to the road calming measures were offered as options) can you explain how you arrived at this view of 'widespread support'? It appears this was an attempt to influence views unduly and local social media suggests the opposite of support is the case now that details of the scheme are more widely known.

The comment made that there was widespread support for the scheme, probably should of been qualified with "at the Public Consultation meeting held in 2019 , organised and supported by Kenilworth Town Council, there was a good response from those who turned out to see the Designs ,and we had widespread support from those that attended even though it may have only been over 60 people.. I suppose after a 4-week consultation which we have just gone through, there will be several hundreds of people who are in favour or against these proposals going forward. We will have to wait and see till all the information has been brought together and analyzed.

### **Pedestrian Safety Scheme Paper**

j) This paper claims that Warwick Road has significant volumes which cause problems with safety, pollution and noise. As some of this traffic will be displaced, can you detail which residential roads you consider will now 'enjoy' the increased safety, pollution and noise problems as a consequence?

As you are aware the Warwick Road through Kenilworth is the B4103 and Waverley Road and Priory Road is the main A452, so in respect of classification the A452 is the main priority route through Kenilworth to take the most traffic.

k) This paper also claims that 'pedestrian' accidents are high quoting 11 accidents involving pedestrians or cyclists. Analysis of the accidents shows one without cyclist or pedestrian involvement (vehicle/motorcycle) another was between a vehicle and a mobility scooter (**not** a pedestrian as the report details). Can you explain why you chose to include those accidents as well in this statement as they clearly should not have been included?

Please see response a) in Accidents.

l) Another statement claims that the scheme 'will improve air pollution in the area'. Your own Vectos air quality assessment shows that there will be a marginal increase in pollution along Warwick Road especially in the 2021 model and it appears no assessment has been made of increases in pollution on surrounding roads absorbing increased traffic. So can you explain why in one paper you claim no increase in pollution when your 2021 modelling states otherwise?

As Warwick District Council Monitor Emissions in Kenilworth and have a site on the Warwick Road, they were included in the Public and Statutory Consultation for this Project, we did not receive any adverse comments from them regarding any increase in Air Pollution or higher emissions due to the proposed measures.

In conclusion there is little evidence to support the road calming, no reasonable account has been taken of the impact on surrounding roads, many statements made seem to be 'economical with the truth' and it appears to be a very poor attempt to justify a scheme which has little value or justification.

Thank you for your comments and your comments have been noted.

The consultation with regard to the proposed traffic calming consultation is now closed and based on objections raised, scheme benefits, and funding required to

complete the scheme, the Council is currently considering its position and is preparing a Briefing Note for the Portfolio Holder.

In view of the recent election the new WCC Cabinet and associated Portfolio Holder is yet to be announced, but as soon as it is, the Briefing Note will be presented

and once agreed we will be able to share the content with you.

Dear Mr. Stanley,

Thank you for your responses to the supplementary questions. I recognise you have probably been handed the 'poisoned chalice' by having to deal with this and I do appreciate your position. However, I have to say that, as expected, these probing questions have exposed further the fact that the road calming has little factual justification, irrelevant statistics have been used to bolster the argument whilst incorrect figures for the likely pollution consequences have also been used. The reality is that the increases in pollution will be higher than detailed in the documents made available for the public consultation. In addition, your response shows that no account has been taken of 'driver behaviour' - that is, the preference of drivers to divert to alternative routes - those via Priory and Waverley Roads being an example - and confirmed by your response. These roads already present a significant safety risk and no account has been taken of the further risk the scheme will add to.

I will be making these and my comments (below in italic against each response) available to the MP, Councillors and other interested parties so that an informed decision can be made now that the evidence for proceeding with 'road calming' has been shown to be either incorrect, inaccurate or mis-portrays the actual situation.

However, I do thank you for your open approach as it appears to me that you have tried to honestly answer the questions raised even though these undermine the case for the road calming.

Yours sincerely

Richard Wallace

Dear Mr Stanley

Apologies if unclear; the timed restrictions I was suggesting would be applied to the residential roads not the Warwick road, with the aim therefore to ensure the Warwick road continues to retain the traffic it currently carries. There would be no timed restrictions on the Warwick road. The Wandsworth example simply shows that ran run traffic can be avoided by simple restrictions being employed. It does however depend on whether there is a belief that the Warwick Road proposal will disperse traffic elsewhere and there's clearly a difference of opinion.

Regarding the setting of local speeds, presumably the same policy that allows for a 20mph zone to be applied across the Warwick road would allow a localised extension too.

Kind regards

Guy Ferguson

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**From:** Graham Stanley <grahamstanley@warwickshire.gov.uk>  
**Sent:** Wednesday, 31 March 2021, 10:23  
**To:** GUY FERGUSON  
**Subject:** Re: Warwick Road diversion

Dear Mr Ferguson,

Thank you for your continuing interest in our proposals for Warwick Road, Kenilworth. I have tried to access the ." <https://documents.hants.gov.uk> > ...PDF with no success it just comes up with a server error.

The Wandsworth trial currently ongoing in London from the A3 to the A219 Inner Park Road is in a different situation to what we have in Kenilworth. The Warwick Road, Kenilworth runs through the centre of a shopping area of Kenilworth, the A219 is a residential street, I can't see what the similarity is with our scheme.

If it has timed restrictions surely if that is applied to Warwick Road, Waverley Road, Priory Road, and other roads will become rat runs.

The interesting article published by the Government on Setting local speeds is interesting , but we must wait till it is applied across all Local Authorities in the Country, until then we must use the existing parameters set down for us in the current Guidance.

We are passed this now and we have a scheme out for discussion/approval, your further comments will be noted.

Kind regards  
Graham Stanley  
Team Leader  
Minor Works Team

---

**From:** GUY FERGUSON <ggfergy@hotmail.com>

**Sent:** Tuesday, March 30, 2021 11:04 PM

**To:** Jeff Clarke <jeffclarke@warwickshire.gov.uk>; Andrew Milton <councillorandrewmilton@gmail.com>; Alan Cockburn <alancockburn@warwickshire.gov.uk>; kate.dickson@kenilworth.org <kate.dickson@kenilworth.org>; richard.dickson@kenilworth.org <richard.dickson@kenilworth.org>; Paul Taylor <paultaylor@warwickshire.gov.uk>; Graham Stanley <grahamstanley@warwickshire.gov.uk>

**Subject:** Re: Warwick Road diversion

Dear Mr Stanley

Thanks for your continued correspondence.

Whilst I understand your view that these vehicles are as a result of traffic works, it's undeniable that all delivery operations, and for that matter anyone looking to gain a marginal gain on the journey to work would look at the quickest routes through Kenilworth. I know as an experienced transport operator, my operation will and with increased working from home, there is an increased fleet presence out there as people are having more home deliveries. Whilst I can accept that some of the current issues are driven by the work in the centre of Kenilworth, I'm afraid I cannot concur with your findings that a similar impact will not occur with traffic calming measures proposed.

Other councils have acknowledged the instruction of traffic calming measures runs the risk of people finding alternative routes.

"Where traffic calming features need to be installed retrospectively, consideration shall also be given to measures to deter motorists from simply using alternative routes as 'rat-runs'." <https://documents.hants.gov.uk> > ...PDF  
Traffic Calming - Hampshire County Council

If the point is to avoid displacement of traffic it's very simple:

Between 7am-10am & 4-7pm it's no entry except for access. That would also avoid some of the issues around St Nicholas school drop off and some of the concerns around that area.

Here's an example of this deployed elsewhere...

<https://www.wandsworth.gov.uk/news/september-2019/roads-scheme-reduces-rat-run-traffic-in-west-hill-by-22-per-cent/>

Employing a TRO in such circumstances would ensure that the traffic remains on the Warwick Road, if the desire is not to move the traffic elsewhere.

Furthermore No HGV vehicles over 3.5t entering Waverley/Priory except for access. Whilst this is not a perfect solution because it requires monitoring, it would act as a strong deterrent. Again I have experienced being on the wrong side of a breach of a weight restriction weight restriction, and any good transport operator would prefer not to have to deal with the subsequent complaints, brand reputational impact etc...

If we are keen to avoid traffic accidents on the Warwick Road the simple solution is to reduce the amount of traffic on the Warwick Road and a full 20-mph restriction throughout

Kenilworth would discourage traffic users from using it as a cut-through between the A46 and the University of Warwick.

But both of my proposed measures would furthermore ensure that residents would not see this uplift in volume of traffic on residential roads.

It's very clear that there is an inconsistency between the view that additional restrictions on Warwick road means more displacement of traffic and the counter opinion. Whilst I'm sure there are arguments for and against, I would refer this view to the UK Transport select committees report...

<https://publications.parliament.uk/pa/cm200102/cmselect/cmtlgr/557/55709.htm>

"The Government should encourage local authorities to make more use of 20 mph zones, enforced by suitable engineering measures. The measures should be area wide to avoid displacement. "

The key part of this report states "The measures should be area wide to avoid displacement."

The current proposal is not area wide and therefore does not avoid displacement. It's really clear to anyone looking at it that making one route less "desirable" by adding speed bumps and speed restrictions, displaces traffic to the more "desirable" route.

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**Sent:** Tuesday, March 30, 2021 9:04:44 AM  
**To:** GUY FERGUSON <ggfergy@hotmail.com>; Jeff Clarke <jeffclarke@warwickshire.gov.uk>; Andrew Milton <councillorandrewmilton@gmail.com>; Alan Cockburn <alancockburn@warwickshire.gov.uk>; kate.dickson@kenilworth.org <kate.dickson@kenilworth.org>; richard.dickson@kenilworth.org <richard.dickson@kenilworth.org>; Paul Taylor <paultaylor@warwickshire.gov.uk>  
**Subject:** Re: Warwick Road diversion

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The photograph was taken when there was road works in Kenilworth, Waverley Road /Priory Road was used as the diversion routes as it is the main A452.  
If there are any further works carried out in Kenilworth, we would have to look at signing Heavy Goods Vehicles to use the A46 or another alternative route..  
But thank you, your comments will be carefully considered.

Kind regards  
Graham Stanley  
Team Leader  
Minor Works Team  
County Highways  
Warwickshire County Council  
Tel No 01926 412641  
Minicon 01926 412277



**From:** GUY FERGUSON <ggfergy@hotmail.com>

**Sent:** Monday, March 29, 2021 8:53 PM

**To:** Graham Stanley <grahamstanley@warwickshire.gov.uk>; Jeff Clarke <jeffclarke@warwickshire.gov.uk>; Andrew Milton <councillorandrewmilton@gmail.com>; Alan Cockburn <alancockburn@warwickshire.gov.uk>; kate.dickson@kenilworth.org <kate.dickson@kenilworth.org>; richard.dickson@kenilworth.org <richard.dickson@kenilworth.org>

**Subject:** Warwick Road diversion

Dear Graham

As I know you are collating all of this information, further to my previous emails relating to the proposed Warwick road traffic calming measures, I would just like to add to my ever growing portfolio of imagery and examples of why diverting more traffic away from the Warwick Road is a problematic idea with cars now having to mount the pavement to allow the larger vehicles to pass.

The proposal that was put forward during the middle of 2020 to mitigate the impact to retail of the coronavirus was rejected and ultimately the changes to the Warwick Road did not come to pass. Given that all of the modelling in relation to the Warwick Road proposal on the table comes from 2019 and prior, is it not logical to conclude that the 2020 decision supersedes the 2019 proposal? It was a bad idea last year and it hasn't got any better since.

It does appear that there is limited support (and I'm being polite) for any of these proposals, but I think a 20 mph for all of Central Kenilworth would be widely supported

I think it would be beneficial for all parties involved in this matter to come out and state their opinions to the wider public as there does seem to be some confusion as to who is driving forward this need for change. It might well be that opinions have changed since 2019 in terms of what is the best solution, and unless people have regathered to discuss this proposal again, we may just be blindly going ahead with it on the basis of a 2019 decision that hasn't been discussed since and isn't wanted.

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Dear all

Further to my previous email, just probably worth adding the following commentary from a further resident on the local Kenilworth vibes forum this afternoon. Both exits of the road queuing back hundreds of metres with Waverley blocked as far as Station road and Priory as far as the Church.

I've further included a photo of mine earlier where I had to mount the pavement to let a bus past.

This plan needs to be reviewed. It isn't working.

Kind regards Guy Ferguson

















## Kenilworth Vibes

Group post by Richard Wallace · 5

If anyone wonders about the impact on roads when Warwick Road is restricted this afternoon.

Points to take account of:

- a) Only the Abbey Hill access to/from blocked. Borrowwell was open so private traffic could still use Warwick Road
- b) The northbound exit at Priory Road unimpeded as Abbey Hill was closed traffic queued well past Whateley's times nearly to the Methodist Church
- c) Southbound traffic on Waverley back to Station Road and this area



- c) Southbound traffic on Waverley back to Station Road and this area of PM2.5 maximum particulate level normal smooth running flows. One have too much imagination to understand is doing to pollution here. This part affects asthma and respiratory ailments.
- d) These two roads are the very ones displaced traffic to/from the Cover order to avoid the speed humps - using them today.
- e) And of course we are still in lockdown levels are, at present, well below 'normal'.

WCC's contention that the calming will have a negligible impact regarding traffic to residential roads and also



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**From:** GUY FERGUSON <[ggfergy@hotmail.com](mailto:ggfergy@hotmail.com)>

**Sent:** Monday, March 22, 2021 10:50:07 AM

**To:** Alan Cockburn

<[alancockburn@warwickshire.gov.uk](mailto:alancockburn@warwickshire.gov.uk)>; [alan.chalmers@kenilworth.org](mailto:alan.chalmers@kenilworth.org) <[alan.chalmers@kenilworth.org](mailto:alan.chalmers@kenilworth.org)>; [andrew.milton@kenilworth.org](mailto:andrew.milton@kenilworth.org) <[andrew.milton@kenilworth.org](mailto:andrew.milton@kenilworth.org)>; [graham.hyde@kenilworth.org](mailto:graham.hyde@kenilworth.org) <[graham.hyde@kenilworth.org](mailto:graham.hyde@kenilworth.org)>; [kate.dickson@kenilworth.org](mailto:kate.dickson@kenilworth.org) <[kate.dickson@kenilworth.org](mailto:kate.dickson@kenilworth.org)>; [richard.dickson@kenilworth.org](mailto:richard.dickson@kenilworth.org) <[richard.dickson@kenilworth.org](mailto:richard.dickson@kenilworth.org)>; [samantha.cooke@kenilworth.org](mailto:samantha.cooke@kenilworth.org) <[samantha.cooke@kenilworth.org](mailto:samantha.cooke@kenilworth.org)>

**Subject:** Re: Traffic calming measures Warwick Road

Dear Cllr Cockburn

Thank you for your prompt response. Very much appreciated.

Whilst I absolutely appreciate that you will have a number of planners who will have modelled the data, I can absolutely confirm that the real-life evidence currently is not backing this up. You're more than welcome to come for a socially distanced cup of tea in my back garden and listen to the increased level of traffic passing daily.

But just considering the obvious, sat-nav systems will tell the driver the quickest route. Given the choice of a road at 30mph, with no traffic lights vs. a 20mph road with speed humps and a set of traffic lights as well as 2 pedestrian crossings, the technology will push the driver down the quickest route which will invariably be the Waverley Priory Road network.

I have a fleet of delivery vehicles and we are provided daily with data that would tell my planning teams which are the best routes to utilise in terms of time efficiency. It will take a matter of days before we see HGV vehicles taking this diversionary route on masse.

If there is no impact to Waverley and Priory Road as a result of this change (as you suggest) then it would be very easy to remove the 30 mph signage that has been placed at the entrances of both roads so they would then be covered by the 20mph zone. That would ensure that drivers do not consider this option as a quicker shortcut, and the solution would be cost-free, just to move the signs and remove some.

Additionally I would suggest that the road is enforced with a 7.5 tonne HGV restriction except for access. This will ensure that the larger vehicles continue to utilise the Warwick Road as they should be doing. Otherwise we are going to see HGV vehicles stuck on this road.

We all wish to make Warwick Road safer but it cannot be done at the expense of local residents safety on their own roads. If a 20 mph restriction is good for reducing accidents then I would question why it is not extended to the some or whole of Kenilworth. We all wish to reduce through traffic in Kenilworth and making the area slower would achieve that objective.

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