

Portfolio Holder Decision

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

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

1. Decision taken

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

2. Reasons for decisions

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

maintenance burden for Warwickshire County Council.

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

Officers Response to Objections

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

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

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

3. Background Information

Warwick Road / Wilkshire Road Entry To Kenilworth Enhancement Project

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

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

4. Financial Implications

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

5. Environmental Implications

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

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

List of background papers

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

Appendix E – Statement of Reasons

Appendix F – Advertised Notice

Appendix G – Statutory Criteria

Members and officers consulted and informed

Portfolio Holder – Councillor Jan Matecki

Corporate Board – Mark Ryder (Signed off).

Legal –

Finance –

Equality – Delroy Madden (Signed off).

Democratic Services – Nicole Conway (Signed off).

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