

Warwick Road / Wilkshire Road Entry To Kenilworth **Enhancement Project**

Background:

Housing development on land 'East of Warwick Road' included in the Kenilworth Town Neighbourhood Plan (KNP), Policy KP6A is well underway (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 30MPH circa 500 yards past the entrance to the housing development known as the 'Pavilions' with the access road named 'Wilkshire Road'.

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 (Appendix 2) 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.

However, KTC should consider 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.

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.

Residents' Concerns:

Residents who live on the Warwick Road, between St Johns Gyratory 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.

Residents of 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 contained 110 signatures with a further 162 signatures submitted online. However, the latter didn't detail any addresses. Petition Detailed With WCC Response Appendix 3.

Proposal:

In order to bring a feeling of inclusion for the residents of the Pavilions Housing development to the town as a whole.... as opposed to 'a new bit tagged on to the edge', this paper requests that Kenilworth Town Council utilises CIL Funds (Community infrastructure Levy), to draw the residents into said community whilst simultaneously enhancing the approach to the town and provide a cycle route link from the housing development into the town.

To enable this to happen, Kenilworth Town Council is to commission a feasibility study in order to enhance the Warwick Road between the St Johns Gyratory and the Kenilworth boundary (Leek Wootton) for all highway users and residents while simultaneously extending the 30MPH past the entry to Wilkshire Road possibly creating a self-enforcing 30MPH speed zone.

This Study will include:

- 1) Extension of the Street Lighting along Warwick Road to Wilkshire Road.
 - 2) The creation of a Cycle Path from Wilkshire Road alongside the Warwick Road to the St Johns Gyratory. (Possibly shared with pedestrians)
 - 3) Extend the 30MPH Speed limit from its current location on Warwick Road past the entry to Wilkshire Road.
 - 4) Create a new welcoming entrance to the Town utilising the same 'styled' 30MPH signage and Road Markings as can be found on the boundary to Leek Wootton.
- Appendix 4

"This paper therefore approves the commissioning of Warwickshire County Council Highways Minor Works Team, to undertake the feasibility study, separating out the costs into three separate sections: a) Extending the 30MPH with new Gateway Signage, b) Extending the Street Lighting c) the provision of the cycle path."

The Cost of the Feasibility Study with a budget up to £10,000.00

Once the feasibility study has been undertaken by WCC Highways with the proposed solution(s) / costs presented to Kenilworth Town Council. KTC can take the decision whether or not to implement said scheme(s) whole or in part as well as to investigate partnership funding options.

KTC asks that the feasibility study be completed within three months.

It should be noted that this type of investment is supported by the results gained from the 'Kenilworth Survey' in which KTC put the question to Kenilworth Residents as to what type of projects should be funded from KTC CIL funds. See Appendix 5.

APPENDIX 1: Kenilworth Neighbourhood Plan Relevant Policy References:

Policy KP6A: Land East of Warwick Road – Housing

- d. “appropriate cycle and pedestrian routes are provided within the site linking to adjoining cycle and pedestrian routes.
- e. residential roads within the development should be designed in accordance with the relevant standards of the local planning and highway authority to achieve a 20mph standard so as to give priority to pedestrians and cyclists wherever possible

Policy KP6B: Land East of Warwick Road – Sports

- b. suitable vehicular, cycle and pedestrian access is provided from Warwick Road.
- c. appropriate cycle and pedestrian routes are provided within the site linking to adjoining cycle and footpath and residential areas.

Policy KP8: Traffic.

“Changes and additions to the road system in Kenilworth arising from the accommodation of additional traffic from new housing and changed locations for schools and sports facilities should give priority to pedestrians and cyclists, improve safety and assist traffic flow while also accommodating the needs of public transport”.

Policy KP9: Cycle Routes.

“Proposals to create new dedicated cycle routes to connect the existing and new residential areas of the town with the Town Centre”

Appendix 2: Warwick Road – Leek Wootton Accident Data

In the last five years, there has been one ‘slight’ accident circa 100 metres north of Wilkshire Road involving a Cyclist (10/10/21), a second ‘slight’ vehicle accident further outside of the town’s perimeter in which it is believed that the driver fell asleep (18/07/17)

20 years ago; a cyclist was knocked off their bicycle by a vehicle manoeuvring on said road which was deemed serious (16/03/2002).

Appendix 3: Residents' Petition:

"We the undersigned petition the council to introduce road safety measures for cyclists, drivers and pedestrians on Warwick Road between Kenilworth and Leek Wootton. The measures should include streetlighting between Newey Drive and Wilkshire Road, speed reduction zones (for example, outside the Pavilions housing development) and safe cycling areas.

With more and more homes being built in Kenilworth the volume of vehicle traffic on our roads is increasing all the time. This applies especially on Warwick Road between Kenilworth and Leek Wootton, not least because of the new homes at the Pavilions site.

At the moment there are no street lights between Newey Drive and The Pavilions site. This makes it unsafe for pedestrians and cyclists at night. Also there is no provision for cyclists on the road between Kenilworth and Leek Wootton. Perhaps worst of all the speed limit outside The Pavilions site, where many families live, is 50MPH which can make it dangerous when turning onto and leaving the site".

Warwickshire County Council Response:

"Warwickshire County Council understands the residents' concerns and as a result has discussed with Local County Councillor – Rik Spencer to understand outline costs for such a scheme. Cllr Spencer is looking to work with Kenilworth Town Council to understand suitable funding sources that may be available for such a scheme and if funding sources can be identified, WCC will work with the Town Council to develop the scheme proposal further.

It should be noted that at this time WCC does not have any funding available for this scheme." (Paul Taylor Forestry & Minor Works Manager, County Highways. Warwickshire County Council).

Appendix 4: Sample Of Enhanced Signage/Road Markings 'Gateway to Kenilworth'



Example Of Leek Wootton 30MPH and Crocodile Teeth Road Markings

Appendix 5: Kenilworth CIL Research:



Findings- Investment Priorities:

- 1) Providing or improving facilities for young people
- 2) Working smarter within our natural environment and making Kenilworth more environmentally sustainable
- 3) Improving general leisure facilities in Kenilworth
- 4) Making it easier and safer to cycle in Kenilworth

Top Ranked areas of Investment that were suggested unprompted were:

- 1) Traffic calming and traffic flow management.
- 2) Improving Civic Amenities (more benches, more bins, cleaning public areas, signage)
- 3) Improving Leisure and Arts Facilities.
- 4) Improving and better maintaining verges, pavements, hedges and trees.



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SignLoad Professional 3.66

Design undertaken by: Warwickshire County Council

Project: Warwick Road Kenilworth - TC

Sign reference: PS02

Date: 06-10-2022

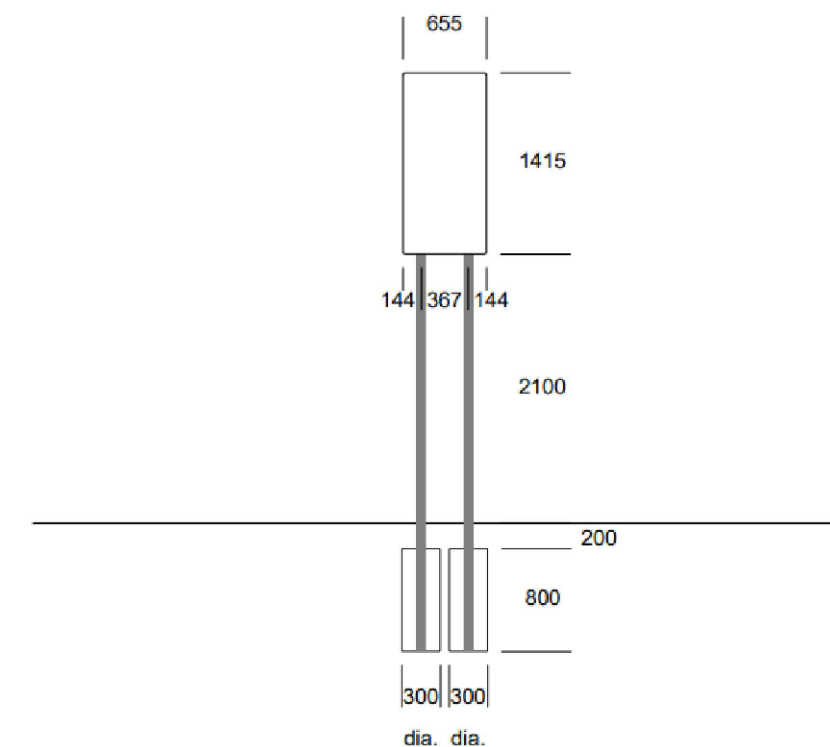
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Sign height:	1415 mm
Sign area:	0.93 m ²
Mounting height (to lower edge):	2100 mm
Basic wind pressure:	1000 N/m ²
BS EN 12899-1:2007 classes:	WL5, PL3, TDB5, PAF1
Passively safe to BS EN 12767:2019	
Aerodynamic force coefficient:	1.33

For the above sign, a satisfactory structure is:

Number of supports:	2
Support type:	Steel circular section S275
Support section:	76.1mm O.D. 3mm thick
Support length:	4515 mm

Planted foundations to CD 354 (previously BD 94):

Soil type:	poor or unknown
Depth of soft fill above footing:	200 mm
Height of footing:	800 mm (excluding cover)
Diameter of each footing:	300 mm



Scheme Ref.	Warwick Road Kenilworth - TC		
Sign Ref.	PS02	x-height	50.0
Letter colour	N/A	SIGN FACE	
Background	YELLOW	Width	655mm
Border	N/A	Height	1415mm
Material	Class RA2 (12899-1:2007)	Area	0.93m ²

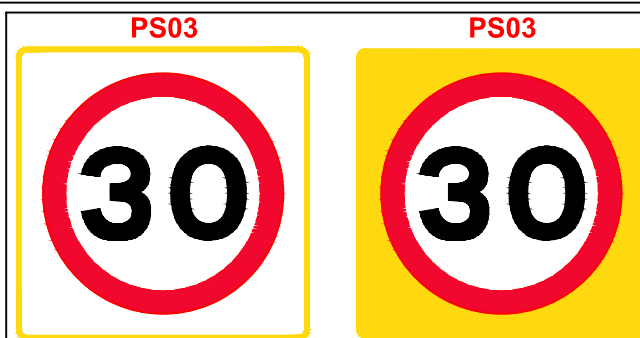
PS02

Proposed Diag.No 557.1 & 557.3 on a yellow backing board mounted @ 2100mm on new posts as shown.

Total = 1 Sign & 2 posts.

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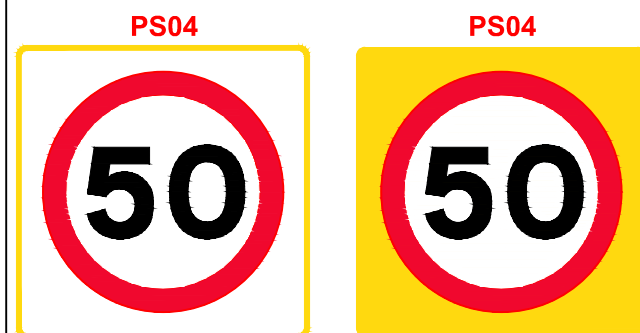
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-	--/--/--	-	-	-		Scale	NTS @ A3
-	--/--/--	-	-	-		Drawing number	MWT22/014/06
-	--/--/--	-	-	-	SPEED LIMIT EXTENSION		



Scheme Ref.	Warwick Road Kenilworth - TC		
Sign Ref.	PS03	x-height	100.0
Letter colour	N/A	SIGN FACE	
Background	YELLOW	Width	720mm
Border	N/A	Height	720mm
Material	Class RA2 (12899-1:2007)	Area	0.52m ²

PS03

Proposed Diag.No 670-30 on a yellow backing board mounted @ 2100mm on new posts as shown to be externally illuminated. Total = 2 Signs & 2 posts.



Scheme Ref.	Warwick Road Kenilworth - TC		
Sign Ref.	PS04	x-height	100.0
Letter colour	N/A	SIGN FACE	
Background	YELLOW	Width	720mm
Border	N/A	Height	720mm
Material	Class RA2 (12899-1:2007)	Area	0.52m ²

PS04

Proposed Diag.No 670-50 on a yellow backing board mounted @ 2100mm on new posts as shown to be externally illuminated. Total = 2 Signs.



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Design undertaken by: Warwickshire County Council

Project: Warwick Road Kenilworth - TC

Sign reference: PS03 & PS04

Date: 06-10-2022

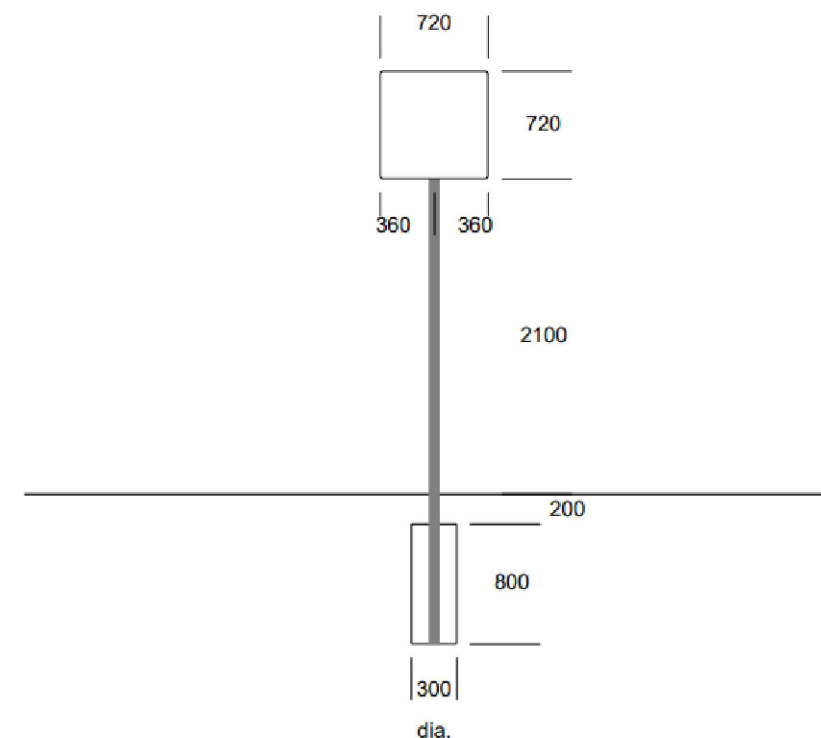
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Sign height:	720 mm
Sign area:	0.52 m ²
Mounting height (to lower edge):	2100 mm
Basic wind pressure:	1000 N/m ²
BS EN 12899-1:2007 classes:	WL5, PL3, TDB5, TDT4, PAF1
Passively safe to BS EN 12767:2019	
Aerodynamic force coefficient:	1.26

For the above sign, a satisfactory structure is:

Number of supports:	1
Support type:	Steel circular section S275
Support section:	76.1mm O.D. 2.6mm thick
Support length:	3820 mm

Planted foundation to CD 354 (previously BD 94):

Soil type:	poor or unknown
Depth of soft fill above footing:	200 mm
Height of footing:	800 mm (excluding cover)
Diameter of footing:	300 mm



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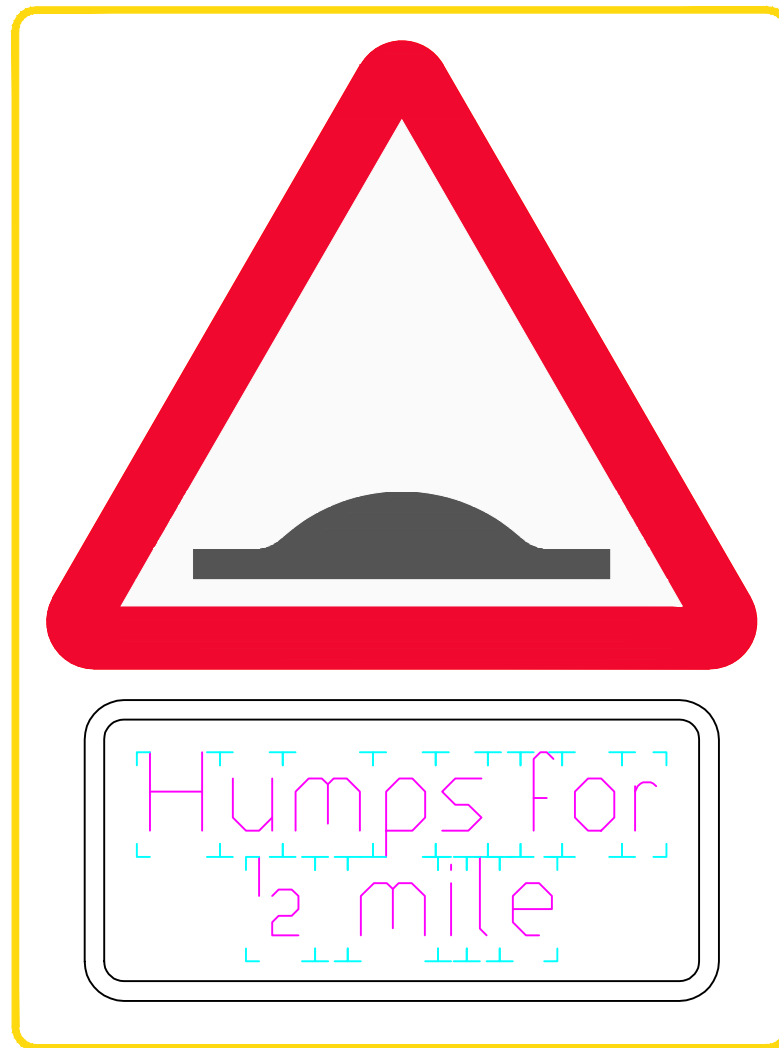
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		Date	October 2022
		Scale	NTS @ A3
Project title		Drawing number	
SPEED LIMIT EXTENSION		MWT22/014/07	

PS01



PS01



PS01



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Design undertaken by: Warwickshire County Council

Project: Warwick Road Kenilworth - TC

Sign reference: PS01

Date: 06-10-2022

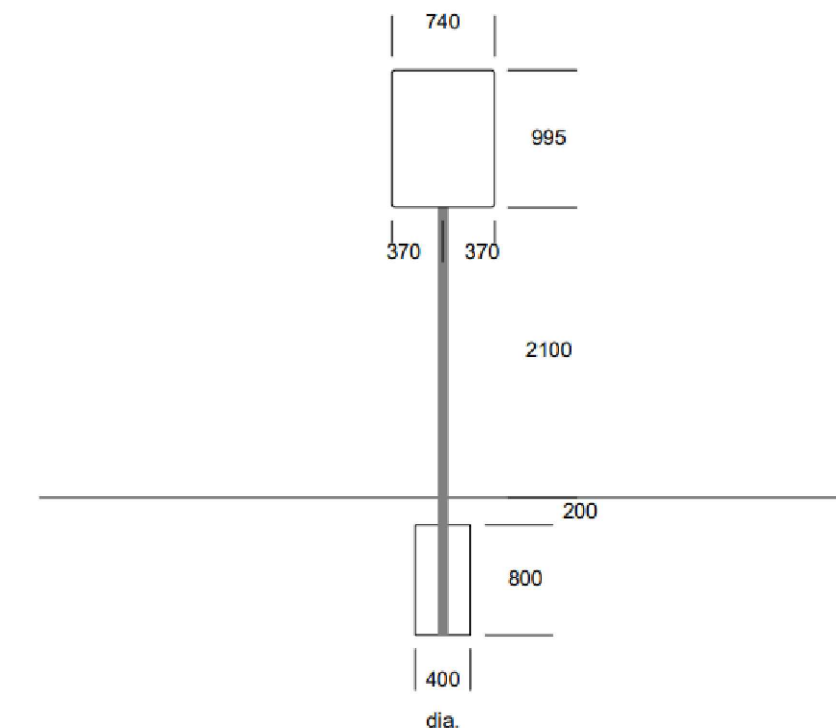
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 Sign area: 0.74 m²
 Mounting height (to lower edge): 2100 mm
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 Passively safe to BS EN 12767:2019
 Aerodynamic force coefficient: 1.28

For the above sign, a satisfactory structure is:

Number of supports: 1
 Support type: Steel circular section S275
 Support section: 76.1mm O.D. 4mm thick
 Support length: 4095 mm

Planted foundation to CD 354 (previously BD 94):

Soil type: poor or unknown
 Depth of soft fill above footing: 200 mm
 Height of footing: 800 mm (excluding cover)
 Diameter of footing: 400 mm



Scheme Ref.	Warwick Road Kenilworth - TC		
Sign Ref.	PS01	x-height	50.0
Letter colour	N/A	SIGN FACE	
Background	YELLOW	Width	740mm
Border	N/A	Height	995mm
Material	Class RA2 (12899-1:2007)	Area	0.73m ²

PS01

Proposed Diag.No 557.1 & 557.2 on a yellow backing board mounted @ 2100mm on new posts as shown.

Total = 2 Signs & 2 posts.

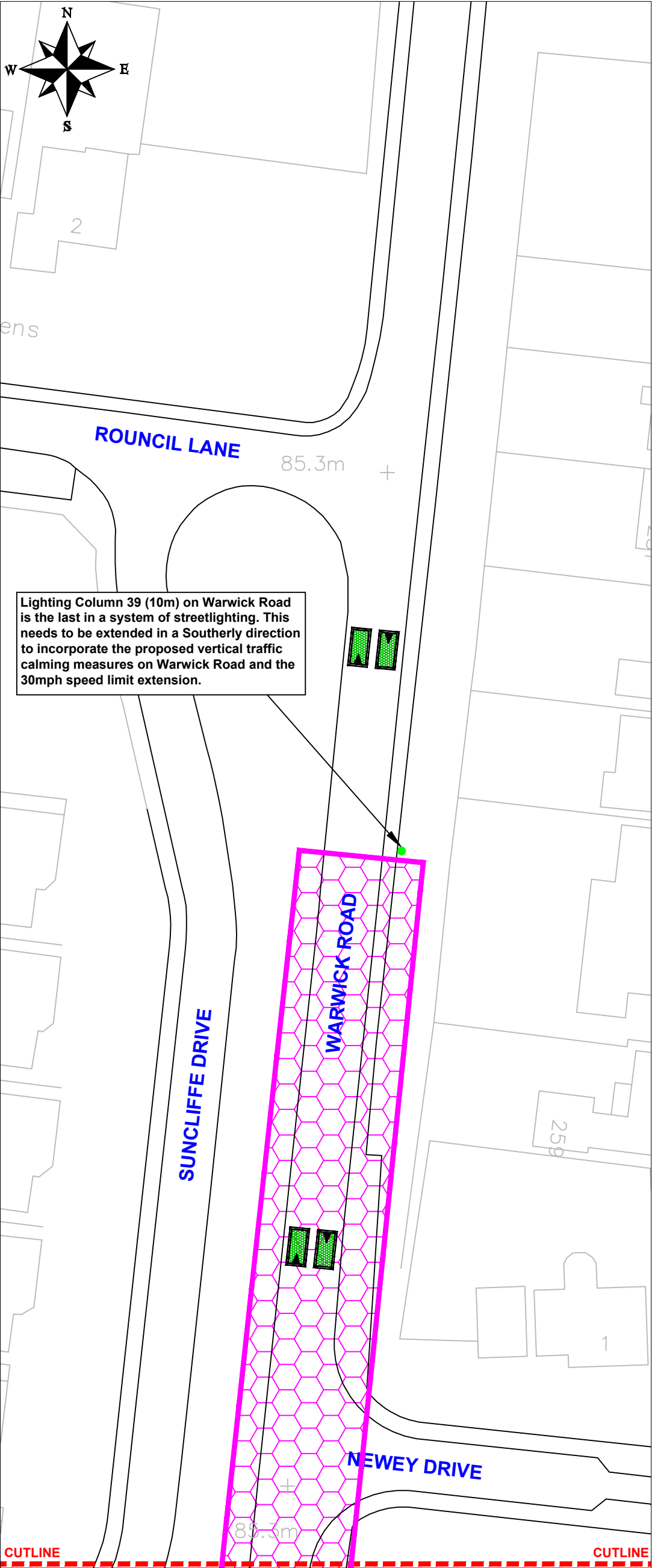
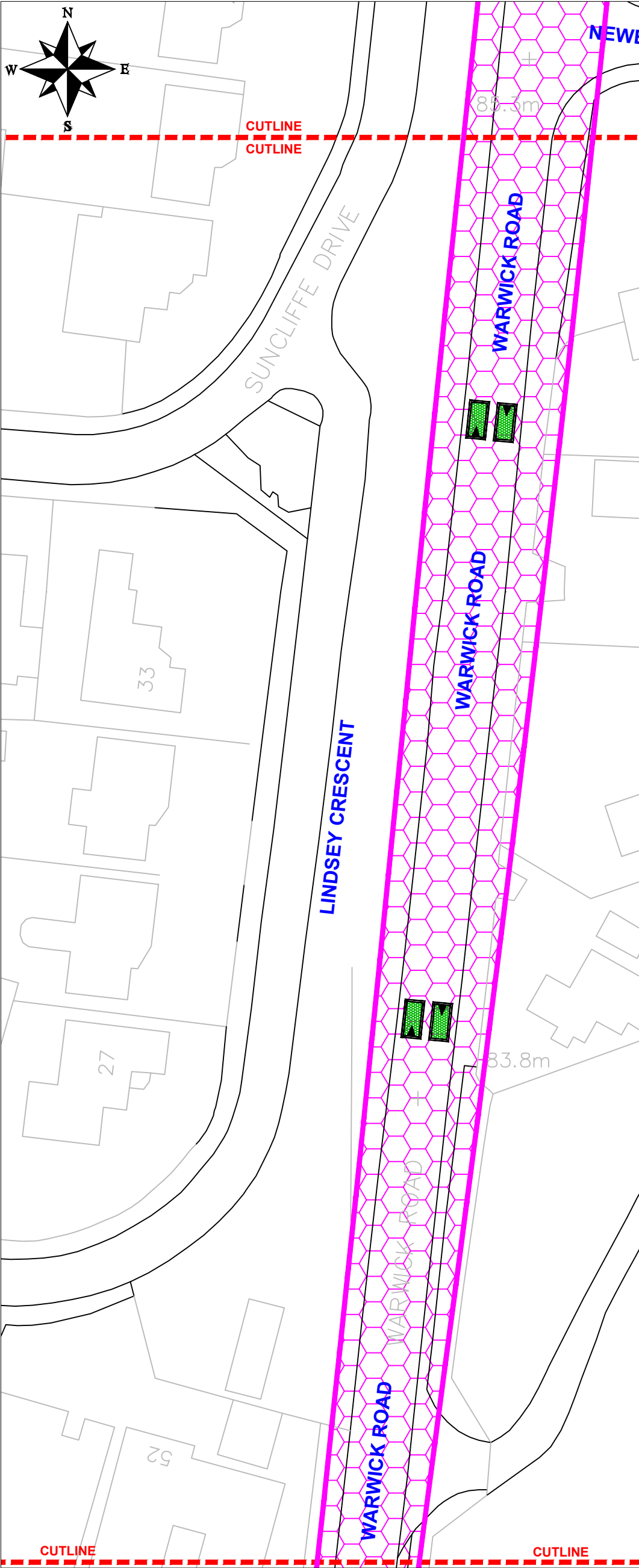
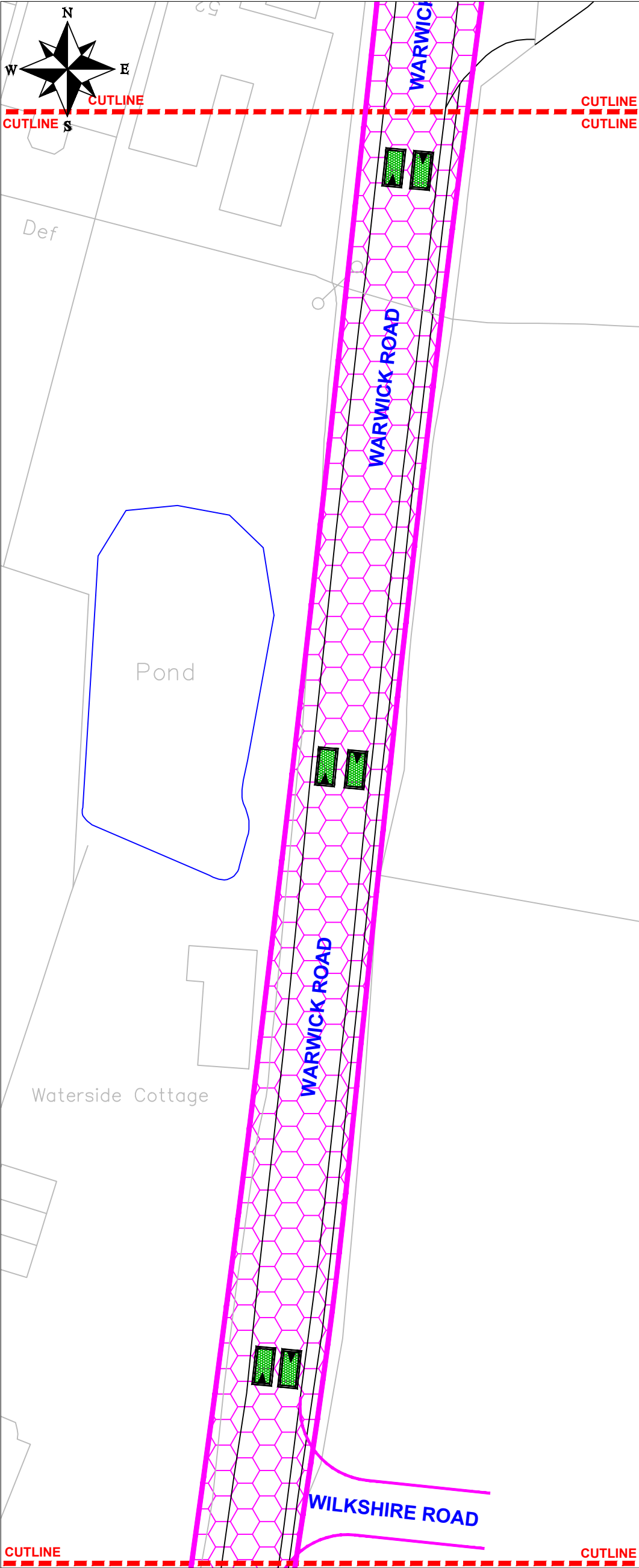
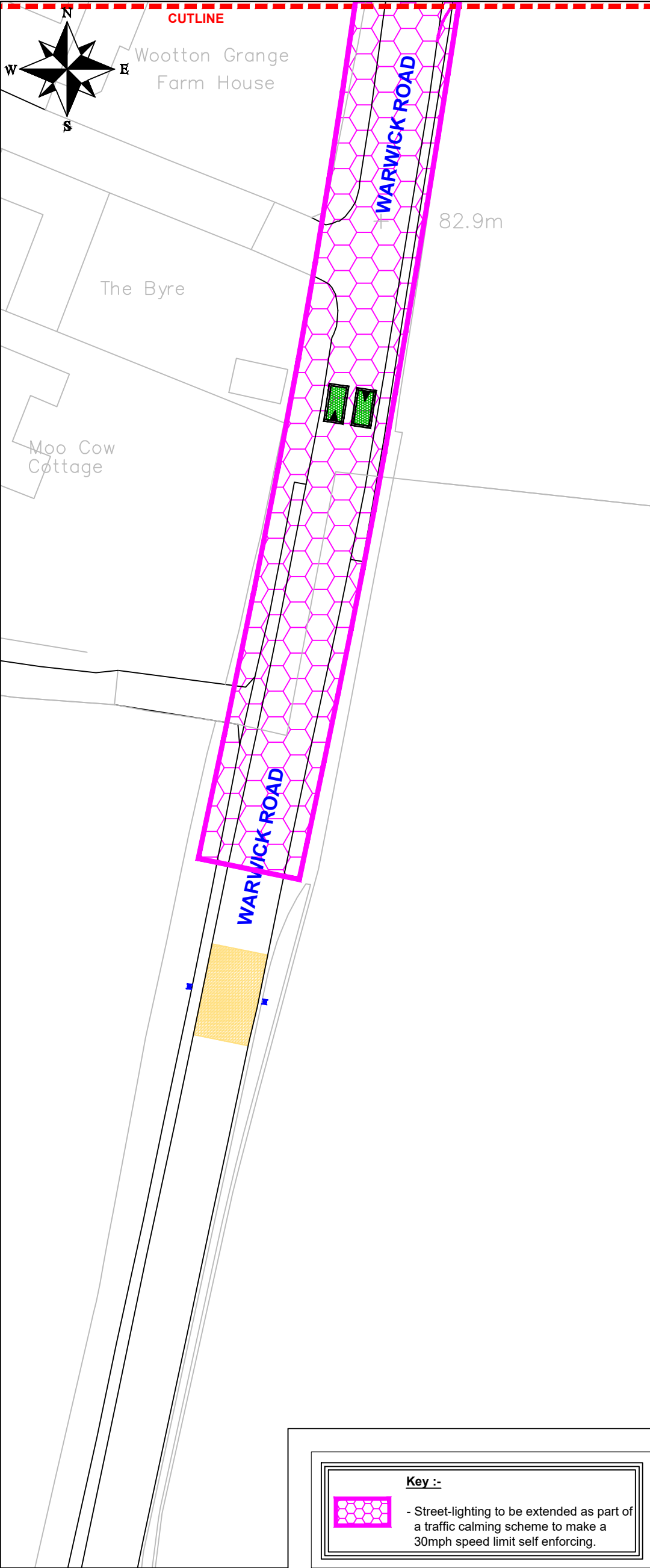
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Drawing title
Warwick Road Kenilworth
Traffic Calming Scheme
Sign Design - PS01
WARWICKSHIRE

Project title
SPEED LIMIT EXTENSION

Drawn by **CR**
 Checked by **PT**
 Date **October 2022**
 Scale **NTS @ A3**
 Drawing number **MWT22/014/05**



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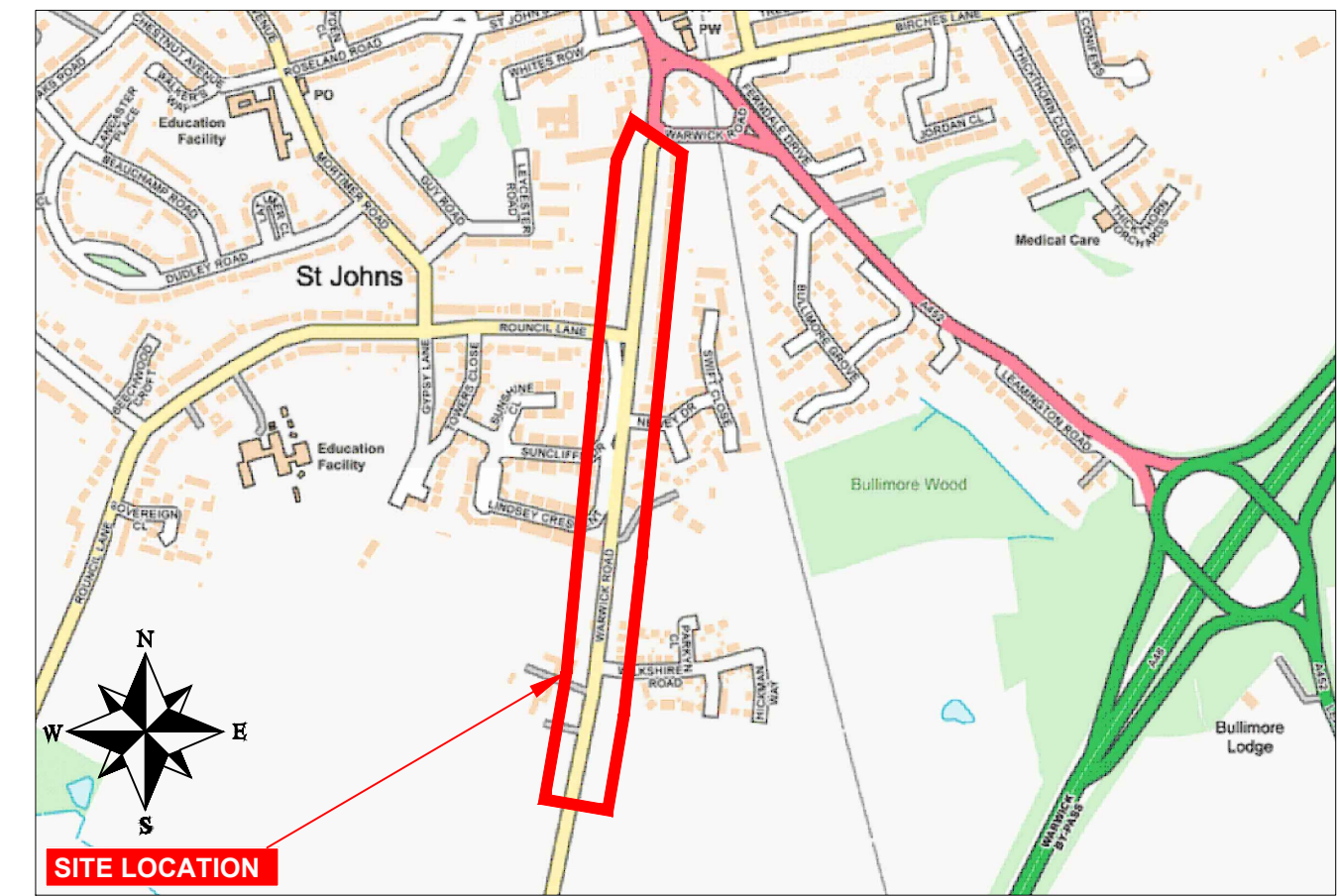
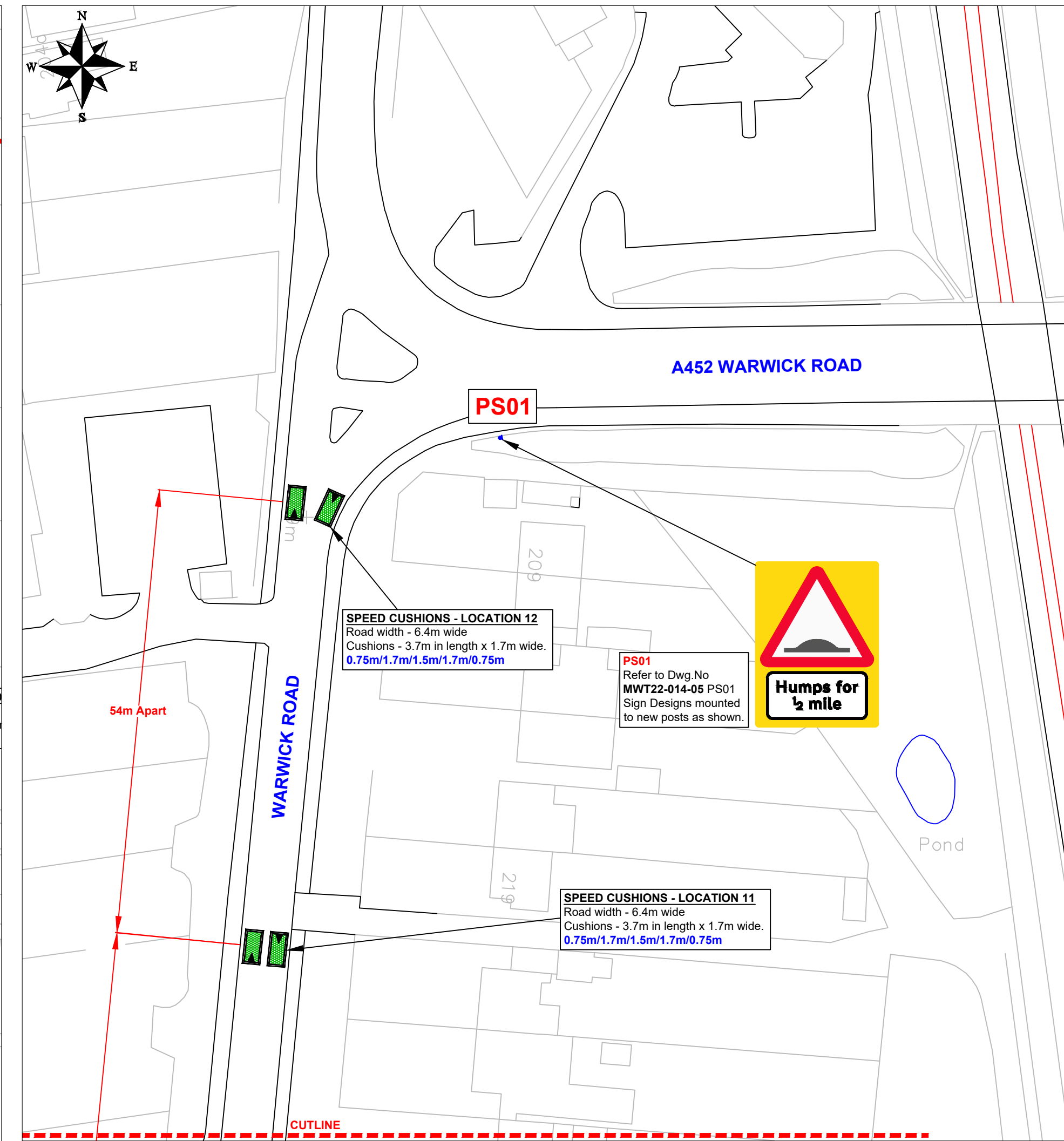
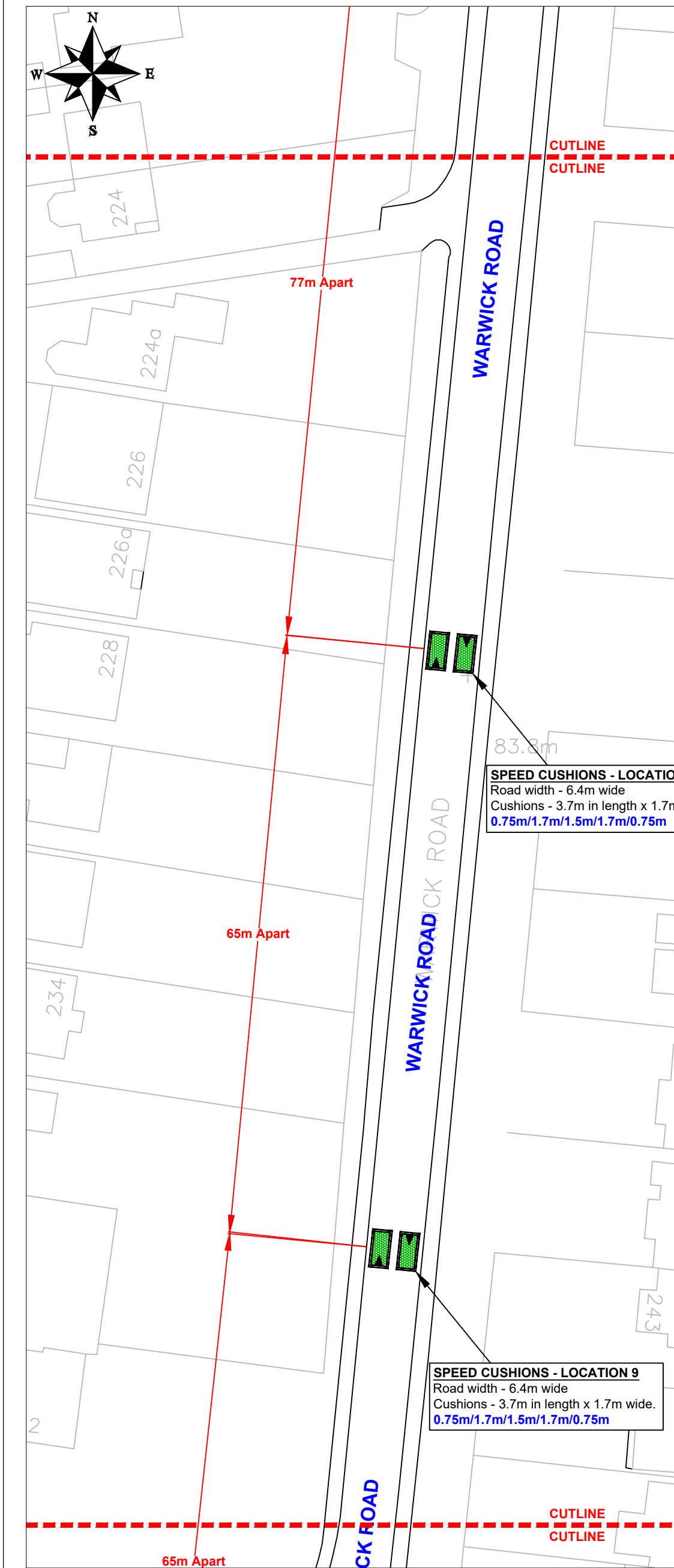
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		Date	April 2022
		Scale	1:500 @ A2
Project title		Drawing number	
Feasibility Study - Warwick Road		MWT22/014/04	



1. ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.
2. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING IDENTIFYING, AND SUBSEQUENTLY PROTECTING ANY EXISTING STATUTORY UNDERTAKERS SERVICES.
3. THIS DRAWINGS IS TO BE READ IN CONNECTION WITH ALL OTHER SCHEME DRAWINGS.
4. EXISTING CARRIAGEWAY, FOOTWAY, AND VERGE AFFECTED BY THE WORKS TO BE REINSTATED.
5. WHERE NECESSARY SERVICE COVERS AFFECTED BY THE WORKS SHALL BE ADJUSTED TO SUIT REVISED SURFACE LEVELS.
6. IT IS THE CONTRACTORS RESPONSIBILITY TO INVITE THE DESIGNER TO A JOINT SITE VISIT TO MARK UP THE SCHEME.

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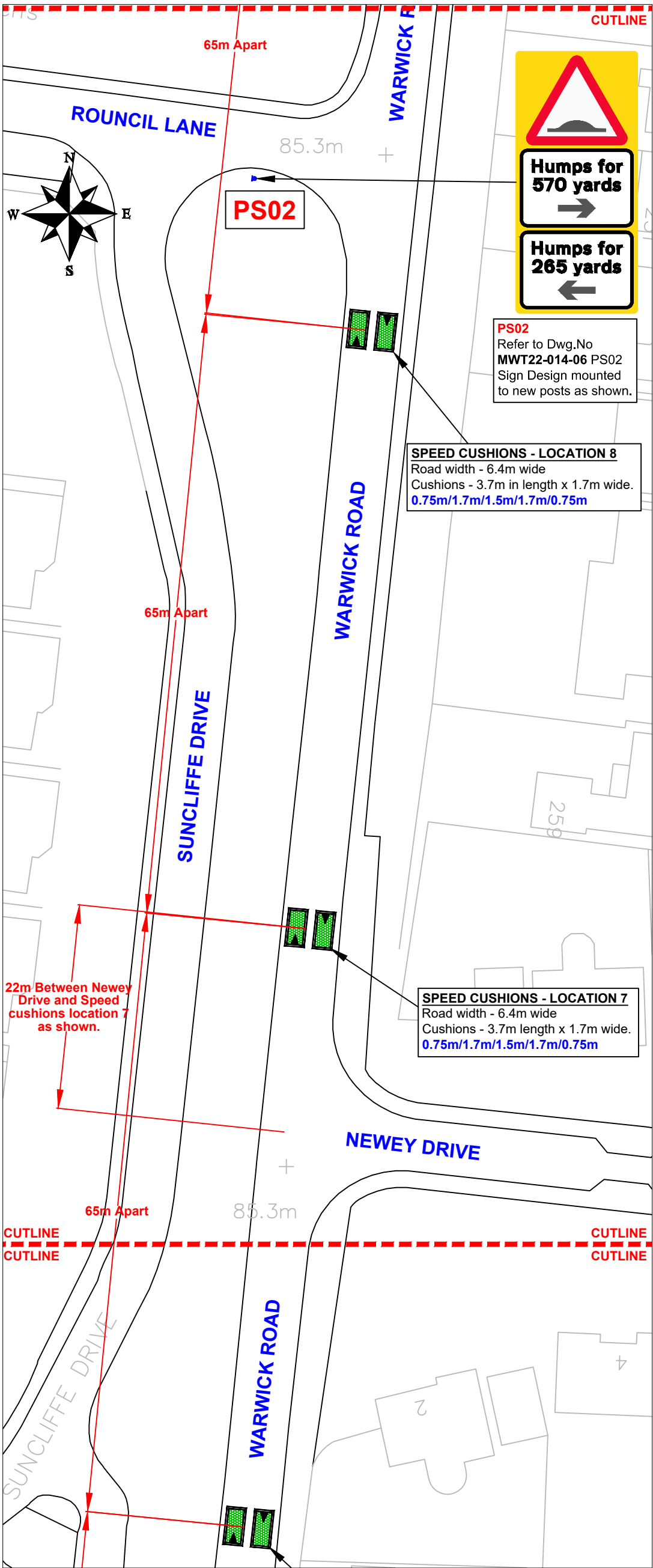
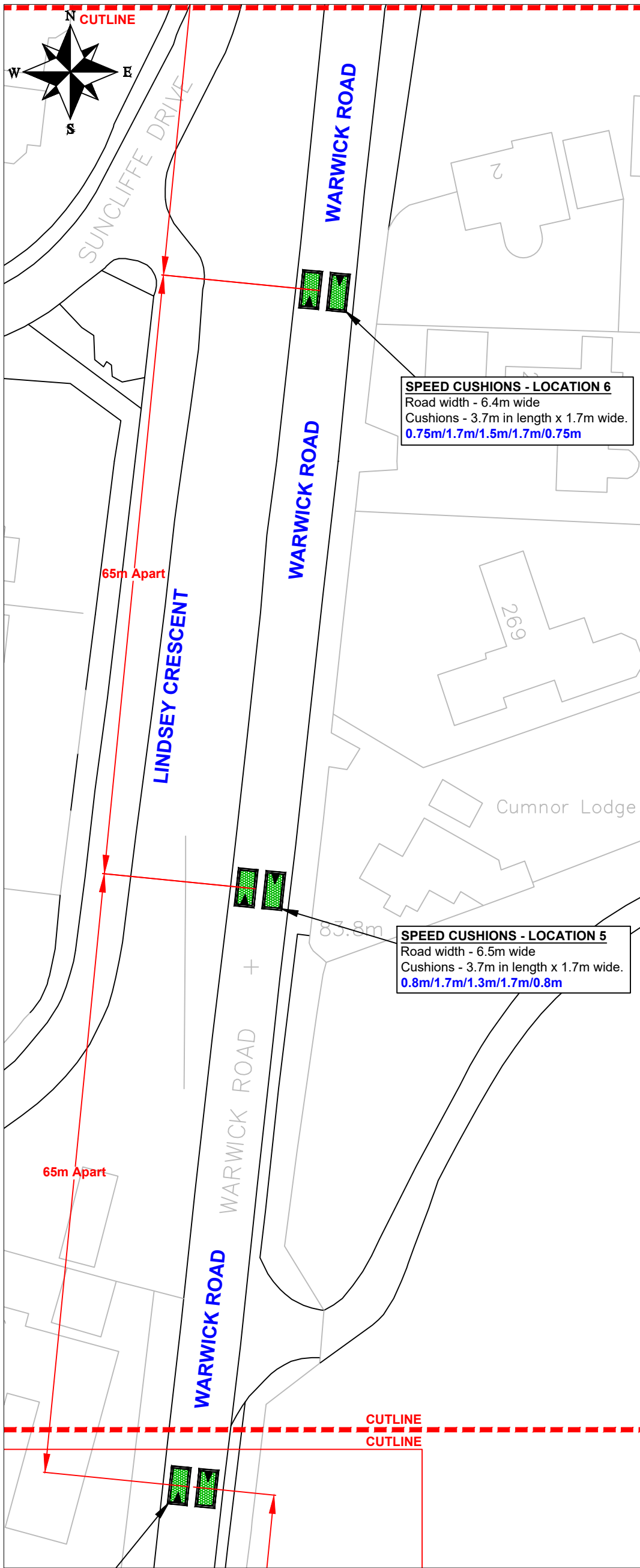
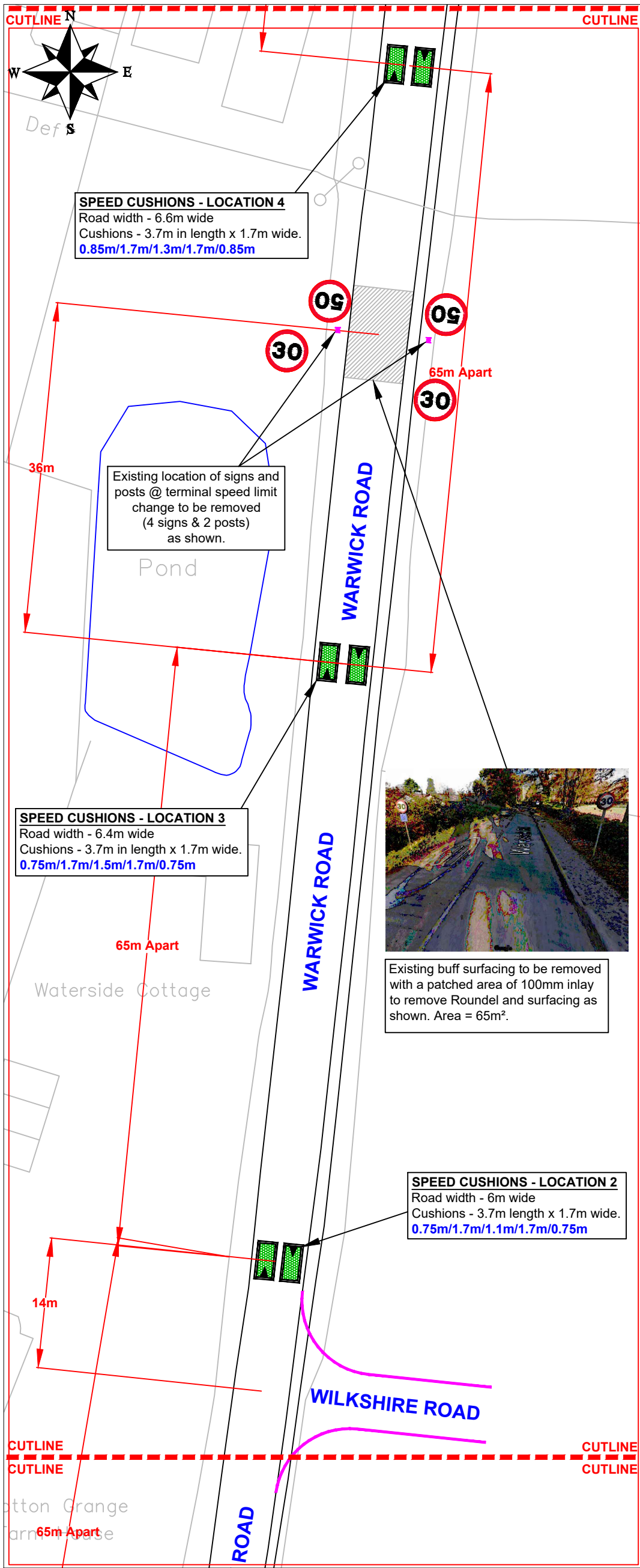
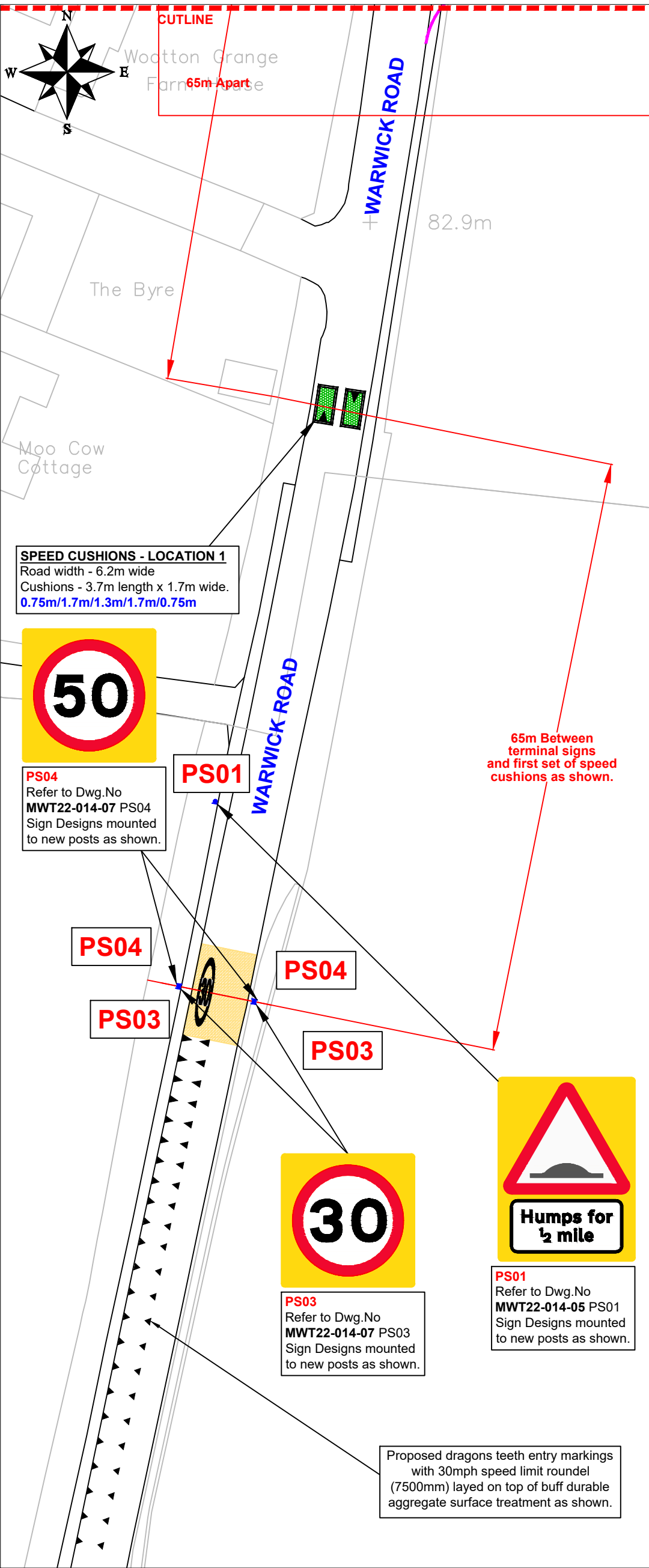
Key :-

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

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Drawing title	Drawn by	Checked by
Warwick Road Kenilworth Traffic Calming Scheme General Arrangement Plan - Sht 2 of 2 WARWICKSHIRE	CR	PT
	Date	October 2022
	Scale	1:500 @ A2
Project title	Drawing number	
SPEED LIMIT EXTENSION	MWT22/014/03	



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- Proposed signs & posts.
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Drawing title

Warwick Road Kenilworth
Traffic Calming Scheme
General Arrangement Plan - Sht 1 of 2
WARWICKSHIRE

Project title

SPEED LIMIT EXTENSION

Drawn by

CR

Checked by

PT

Date

October 2022

Scale

1:500 @ A2

Drawing number

MWT22/014/02

Warwick Road / Wilkshire Road Entry To Kenilworth **Enhancement Project Recommendations**

Feasibly Study Findings:

- 1) The extension of the street lighting will be funded by the Pavilions Housing Developer.
- 2) Cycle Route from the Housing development to St Johns Gyratory / Clarke Cycle bridge. Costs will be drawn from the S106 £450,000 funds set aside for improving cycling provision in St John's accrued from the Pavilions Development.
- 3) In order to extend the current 30 mph speed limit past the entry to Wilkshire Road, traffic calming in the form of speed cushions is a prerequisite.

In summary therefore:

- 1) The ceiling costs forecast by WCC Highways for the implementation of the extended 30 mph speed limit, including the traffic calming measures, new signage, legal fees, public consultation: £62,750.00 Note; a full Public Consultation would be required to be undertaken and the results evaluated before works can proceed. Works therefore assuming a positive result from the Public Consultation would not take place until after April 2023 (NOTE: Ceiling cost being a maximum, the costs 'should' come in below this projection).
- 2) It should be noted that the design for traffic calming includes a section of Warwick Rd, which is already a 30MPH speed limit (circa Rouncil Lane junction – St Johns' Gyratory). It is suggested that to overcome the issue of speeding motorists on this section of road, especially when considering that the forthcoming design of the cycle path/route from the Pavilions Estate to Clarkes Avenue / Farmer Ward Road, Footpath/Cycle Bridge, the route will need to 'cross' the carriageway at some point between Rouncil Lane and St Johns Gyratory hence the need to ensure traffic flow adheres to the speed limit.

Recommendation:

This document recommends that Kenilworth Town Council authorises the expenditure £62,750.00 of CIL funding to undertake the full public consultation and if supported, covers the costing of implementing the extended 30 MPH speed limit on Warwick Road as out lined to the attached documents.

From the original feasibility study document, this action would fall inline with the following policies within the Neighbourhood Plan :

Policy KP8: Traffic.

“Changes and additions to the road system in Kenilworth arising from the accommodation of additional traffic from new housing and changed locations for schools and sports facilities should give priority to pedestrians and cyclists, improve safety and assist traffic flow while also accommodating the needs of public transport”.

Policy KP6B: Land East of Warwick Road – Sports

- b. suitable vehicular, cycle and pedestrian access is provided from Warwick Road.
- c. appropriate cycle and pedestrian routes are provided within the site linking to adjoining cycle and footpath and residential areas.

Policy KP9: Cycle Routes.

“Proposals to create new dedicated cycle routes to connect the existing and new residential areas of the town with the Town Centre”

