

# **STATEMENT OF REASONS**

## **SECTION 90A AND SECTIONS 65 & 66 HIGHWAYS ACT 1980**

### **SECTION 23 ROAD TRAFFIC REGULATION ACT 1984**

#### **PROPOSED CONVERSION OF FOOTWAY AND INSTALLATION OF SHARED USE FOOTWAY / CYCLE TRACK AT WARWICK ROAD, ROUNCIL LANE AND SUNCLIFFE DRIVE, KENILWORTH**

#### **PROPOSED ROAD HUMPS (WITH PRIORITY CROSSING FOR PEDESTRIANS AND CYCLISTS) ON WARWICK ROAD AT ITS JUNCTION WITH NEWHEY DRIVE, KENILWORTH**

#### **PROPOSED ROAD HUMPS WITH PARALLEL CROSSING FOR PEDESTRIANS AND CYCLISTS ON WARWICK ROAD, KENILWORTH (REPLACING EXISTING SPEED CUSHIONS)**

## **1. BACKGROUND**

Warwickshire County Council is proposing to:

- install a shared use cycle track, with rights of ways for pedestrians, on the lengths of road described in Schedule 1 below;
- install a road hump (raised table) with a priority crossing for pedestrians and cyclists on the lengths of road described in Schedule 2 below; and
- remove two existing speed cushions and install a road hump (raised table) with a parallel crossing (for pedestrians and cyclists) crossing over it, as described in further detail in the Schedule 3 below

A shared use footway /cycle track is proposed on the east side of Warwick Road, Kenilworth between Rouncil Lane and Wilkshire Road in order to safely connect an area of new housing with schools and town centre amenities. The existing footway will be widened to enable the provision of the shared footway/ cycle track. This enables people on cycles to be separated from motor vehicles on the busy Warwick Road and connect into less trafficked side roads to return to the carriageway.

The existing footways will be widened where possible, and street furniture will be relocated to maximise space to accommodate the shared use facility. There will be benefits to pedestrians, cyclists and disabled users through widening and resurfacing the footway and improved signing. However, widening of the route beyond 3metres is limited by existing hedges, walls and highway boundaries which means that segregated footway/ cycle track is not feasible. Local Transport Note 1/20 Cycle Infrastructure Design states that shared use may be appropriate in some situations, if well-designed and implemented, particularly alongside interurban and arterial roads (such as the Warwick Road) where there are few pedestrians.

A newly constructed section of footway and cycle track is proposed on the corner of Rouncil Lane and Warwick Road (approximately 10 metres) and a short section (approximately 10 metres) of footway on the south side of Rouncil Lane, west of Suncliffe Drive, is proposed to be converted to shared use footway/ cycle track. These new sections will help to connect up the new crossing and enable westbound cyclists to rejoin the Rouncil Lane carriageway in a safe location away from the junction.

A road hump is proposed at the junction of Newey Drive and Warwick Road in order to provide an inline priority crossing for pedestrians and cyclists. This supports the Highway Code, key principles of Local Transport Note 1/20 Cycle Infrastructure Design (safety, directness, coherence, comfort, attractiveness) and policies in the Warwickshire Local Transport Plan and Active Travel Strategy.

A zebra/ parallel crossing is proposed on Warwick Road just south of Rouncil Lane (replacing the existing road humps (speed cushions)) in order to provide a safer crossing point for people walking, wheeling and cycling between new housing on the east side of the Warwick Road with local schools and other local amenities on the west side of the Warwick Road. There are currently no controlled crossing points on Warwick Road between the St John's gyratory and south of Kenilworth.

This scheme has been developed to support walking, wheeling and cycling by residents and visitors of the new housing development and is being funded by developer contributions. There is scope in the future to extend the proposed shared use footway /cycle track northwards towards the A452 but this would be subject to further consultation. A Road Safety Audit has been undertaken of the current scheme designs.

## **2. LEGAL FRAMEWORK**

The Council, as the Highway Authority, must have regard to Highways (Road Humps) Regulations 1999 when installing Road Humps.

The Council, as the Highway Authority, has the power under S65 of the Highways Act 1980 to construct a cycle track, in or by the side of a highway maintainable at the public expense which consists of or comprises a made-up carriageway, with or without a right of way on foot; and has the power under S66(4) of the Highways Act 1980, to remove or alter a footway.

The Council, as the Traffic Authority, is required to have regard to its duty under section 16 of the Traffic Management Act 2004, to manage the local road network to achieve as far as possible:

- securing the expeditious movement of traffic on the local road network; and
- facilitating the expeditious movement of traffic on road networks for which another authority is the Traffic Authority,
- having had regard to its other obligations, objectives and policies as far as possible.

The Council is required to have regard to its duty under section 149 of the Equality Act 2010 in the making of these proposals, and give regard to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it, and in particular, to the need to:

- remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;
- take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it;
- encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

Thorough consideration was given to the factors set out Section 16 of the Traffic Management Act 2004 and the equality's duty of the Council under Section 149 of the Equality Act 2010, in the making of these proposals.

### **SCHEDULE 1**

#### **PROPOSED CONVERSION OF FOOTWAY AND INSTALLATION OF SHARED USE FOOTWAY / CYCLE TRACK AT WARWICK ROAD, ROUNCIL LANE AND SUNCLIFFE DRIVE, KENILWORTH**

##### **Warwick Road, Kenilworth**

1. East side, from the junction with Rouncil Lane southwards for a distance of approximately 420 metres to the junction with Wilkshire Road.
2. Westside, from its junction with Rouncil Lane for a distance of approximately ten metres in a southwards direction.

##### **Rouncil Lane, Kenilworth**

3. South side, from the junction with Suncliffe Drive eastwards for a distance of approximately 10 metres

### **SCHEDULE 2**

#### **PROPOSED ROAD HUMPS (WITH PRIORITY CROSSING FOR PEDESTRIANS AND CYCLISTS) ON WARWICK ROAD AT ITS JUNCTION WITH NEWHEY DRIVE, KENILWORTH**

##### **Warwick Road / Newhey Road Junction, Kenilworth**

1. At the junction between Warwick Road and Newhey Road, Kenilworth

Road hump dimensions: Between 15 metres and 7.6 metres (variable width to mirror entire width of carriageway) x 3.3 metres (length) x 0.075 metres (height)

### **SCHEDULE 3**

#### **PROPOSED ROAD HUMPS WITH PARALLEL CROSSING FOR PEDESTRIANS AND CYCLISTS ON WARWICK ROAD, KENILWORTH (REPLACING EXISTING SPEED CUSHIONS)**

##### **Warwick Road, Kenilworth**

1. 10 metres south of its junction with Rouncil Lane

Road hump dimensions: 6.5 metres (width) x 5 metres (length) x 0.075 metres (height)

#### **4. Plans**

- 9.2.C24.003–WCC-HGN-ZZ-DR-CH-0030-01 (Consultation Plan)
- 9.2.C24.003–WCC-HGN-ZZ-DR-CH-0032-00 (Consultation General Arrangement)

Ends.