

**AGENDA MANAGEMENT SHEET**

**Name of Committee** Corporate Services and Community Safety Overview and Scrutiny Committee

**Date of Committee** 2 March 2010

**Report Title** Speed Limit Review (C and D Roads)

**Summary** This report includes the findings made from the speed limit review (C and D Roads) seminar, and recommends the way forward with speed limits on C and D roads.

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**Would the recommended decision be contrary to the Budget and Policy Framework?** Yes/No

**Background Papers** None

**CONSULTATION ALREADY UNDERTAKEN:-** *Details to be specified*

Other Committees  .....

Local Member(s)  .....  
(With brief comments, if appropriate)

Other Elected Members  Councillor J Appleton  
Councillor R Chattaway } for information  
Councillor C Davis  
Councillor M Gittus  
Councillor B Moss

Cabinet Member  Councillor R Hobbs – for information  
(Reports to The Cabinet, to be cleared with appropriate Cabinet Member)

Chief Executive  .....

Legal  I Marriott – agreed.

- Finance  .....
- Other Chief Officers  .....
- District Councils  .....
- Health Authority  .....
- Police  .....
- Other Bodies/Individuals  .....

**FINAL DECISION**                      **YES/NO**      *(If 'No' complete Suggested Next Steps)*

**SUGGESTED NEXT STEPS :**

*Details to be specified*

- Further consideration by this Committee  .....
- To Council  .....
- To Cabinet  .....
- To an O & S Committee  .....
- To an Area Committee  .....
- Further Consultation  .....

**Corporate Services and Community Safety Overview and  
Scrutiny Committee – 2 March 2010**

**Speed Limit Review (C and D Roads)**

**Report of the Strategic Director for  
Environment and Economy**

**Recommendation**

It is recommended that this Committee notes that funding for a comprehensive C and D road review is unlikely to be available for the foreseeable future.

**1. Background**

- 1.1 A speed limit review on A and B type classified roads was carried out in 2008, and 120 reduced speed limits were implemented by April 2009. This was in response to WCC's Speed Management Strategy and Department for Transport guidelines (Circular 01/2006).
- 1.2 The main benefits associated with reduced speed limits are: a reduction in the number of road casualties, a reduction in demands on the emergency services, and improvements to the local quality of life. A monitoring exercise is underway on the new speed limits, to determine the effects on both the speed of traffic and road casualties (The results of this exercise will be available in June 2010).

**2. Introduction**

- 2.1 As a consequence of the A and B road speed limit review, there are now a number of locations where a higher classification of road has a lower speed limit than adjoining narrow, country lanes.
- 2.2 A seminar was held on 12 October 2009, to discuss a way forward with regard to speed limits on C and D roads. All Members were invited to the seminar, with 22 Members attending, along with representatives from Warwickshire Police and WCC officers.

**3. The Seminar**

- 3.1 The seminar discussed the feasibility and the funding implications of a C and D class speed limit review.

- 3.2 An information sheet is included (as shown in **Appendix A**), which summarises the various different views expressed at the seminar. The general consensus was that a review of C and D roads would be desirable but there was no consensus on how this could be achieved or how it could be funded.
- 3.3 The view from Warwickshire Police is as follows:- 'the most important point from the seminar was the need for any action to have clear intended outcomes. We must do things that we expect will reduce the numbers of people killed and injured on our roads. If casualty reduction is our intention, we need to direct our limited resources to where they can achieve most effect. This is a strong argument against a blanket approach'.

#### **4. Funding**

- 4.1 The cost of the speed limit review on A and B roads was approximately £1m. There are twice as many rural, C and D roads. At the present time, there is no funding available to carry out a similar review.

#### **5. Conclusions**

- 5.1 It is unlikely that funding for a full scale review of C and D road speed limits will be a priority in the foreseeable future.
- 5.2 Limited changes to speed limits on C and D roads may be justified where they may save casualties.
- 5.3 In the absence of funding for a full scale review, requests by local communities for speed limit changes on C and D roads, which meet the criteria of WCC's Speed Management Strategy, will need to compete for funding with other proposals for highway improvements.
- 5.4 Funding for speed limit changes might be available from the following existing budgets:-
- (i) Casualty Reduction Scheme Budget – This budget is prioritised according to the casualties expected to be saved for the money invested.
  - (ii) Area Committee Safety and Maintenance Delegated Budget – This budget is prioritised according to criteria determined by the Area Committee concerned.

PAUL GALLAND  
Strategic Director for Environment and Economy  
Shire Hall  
Warwick

11 February 2010

**Corporate Services and Community Safety Overview and  
Scrutiny Committee – 2 March 2010**

**Speed Limit Review (C and D Roads)**

**SEMINAR (12/10/09) COMMENTS**

- The majority of those present would like some kind of review on C and D roads.
- To wait until the results of the monitoring exercise of the A and B roads are available before making a decision (Spring 2010).
- A minority of those present would like a 'blanket 50' approach on all rural C and D roads.
- If a review is carried out in stages then those routes with high numbers of crashes and also community concern sites should be given priority.
- Consistency of speed limits needs to be achieved with any approach.
- Carry out a technical phase first (similar to that of the A and B review), which will cost approximately £30,000 and then report findings to Area Committees.
- Funding remains to be a fundamental issue. Could the Police contribute ? LTP, Central Government, Area Committees, taking it from other areas.
- The Police and WCC need to operate within a partnership arrangement.
- Both cyclists and equestrian users need to be considered on rural roads.
- Could the 'Quiet Lanes' initiative be considered ?
- Enforcement of lower speed limits is a concern.
- A C and D review will eliminate the anomalies created by the A and B review.
- Look at those routes highlighted by members.
- Urban areas should also be included.
- Consistency is already happening with derestricted limits, therefore allow drivers to be responsible for the speed they travel at.
- Concerns about numbers of road signs.
- Criteria needs to be developed. (Should include traffic volume).

- Should deliver what residents want.
- The 'Village' speed limit review project should include those routes approaching villages, not just the residential section.
- Education and enforcement should be a priority.
- We should wait for the A and B Review (promised for Spring 2010) before spending £30k.
- From the police perspective, the most important point from the seminar was the need for any action to have clear intended outcomes. We must do things that we expect will reduce the numbers of people killed and injured on our roads. If casualty reduction is our intention, we need to direct our limited resources to where they can achieve most effect. This is a strong argument against a blanket approach.