AGENDA MANAGEMENT SHEET

Name of Committee	**Environment Overview and Scrutiny Committee**
Date of Committee	**28th June 2007**
Report Title	**Speed Management Strategy**
Summary	As instructed by Overview and Scrutiny Committee on 18th January, the draft Speed Management Strategy has been considered by the Area Committees. It is now submitted, suitably amended, to this Overview and Scrutiny Committee for further consideration, and recommendation to Cabinet.
For further information please contact	Malcolm Graham Senior Engineer, Safety Engineering, Road Safety Unit Tel. 01926 412179 malcolmgraham@warwickshire.gov.uk
Would the recommended decision be contrary to the Budget and Policy Framework?	~~Yes~~/No
Background Papers	

CONSULTATION ALREADY UNDERTAKEN:-   *Details to be specified*

Other Committees	[X]	Environment Overview and Scrutiny Committee – 18th January 2007. All Area Committees - March 2007.
Local Member(s) (With brief comments, if appropriate)	[ ]	………………………………………………………
Other Elected Members	[ ]	Councillor J Appleton) Councillor K Browne) for information Councillor Mrs E Goode)
Cabinet Member (Reports to The Cabinet, to be cleared with appropriate Cabinet Member)	[X]	Councillor M Heatley – for information
Chief Executive	[ ]	....

Warwickshire
County Council

Legal	☒	I Marriott – agreed.
Finance	☐	....
Other Chief Officers	☐	....
District Councils	☐	....
Health Authority	☐	....
Police	☒	Consulted on the draft document.
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	☒	6th September 2007- for approval.
To an O & S Committee	☐	....
To an Area Committee	☐	....
Further Consultation	☐	....

Warwickshire
County Council

Environment Overview and Scrutiny Committee - 12th June 2007

Speed Management Strategy

Report of the Strategic Director for Environment and Economy

Recommendation

That the :-

1.   Draft Speed Management Strategy attached as **Appendix A** be submitted to Cabinet for approval.

2.   Procedure for prioritising schemes for changing speed limits set out in **Appendix C** be supported.

---

1.   Introduction

1.1   The draft report of a Speed Management Strategy was considered by the Environment Overview and Scrutiny Committee at the meeting on 18th January 2007.

1.2   After discussions on this item, the following was minuted:-

The Committee:–

(i)   Agreed that the draft Speed Management Strategy should be submitted to the five Area Committees and to Warwickshire Police for comment.

(ii)   Asked the officers to submit a revised draft, which takes into account the views expressed at this meeting, by Area Committees and by Warwickshire Police for consideration by this Committee prior to its ultimate submission to Cabinet.

(iii)   Supported the officers' view that in April 2007 they should commence the technical parts of the review of the speed limits on A and B roads requested in Circular 1/2006**.**

(iv)   Asked the officers to circulate to Members the proposed criteria for prioritising speed limit requests to include community views.

Warwickshire
County Council

1.3   The consultations with the Area Committees and the Police have been carried out, and are reported below.

1.4   The technical parts of the review of A and B roads are under way.

1.5   Reference was made in the report to the Area Committees that the detailed criteria to be used for determining the relative priorities to be given to implementing speed limits on different routes will be developed as the initial investigations proceed. However, it was stated, that they would be based on safety issues (number of injury accidents per unit length) which would be identified and reported on by officers, and community concerns, which would be for discussion by Members.

1.6   **Appendix B** attached to this report contains a very brief resume of the main thrust of Circular 1/2006.

1.7   **Appendix C** attached to this report sets out the recommended procedure for prioritizing schemes for changing speed limits.

1.8   There are thus five Appendices attached to this report. These are:-

        Appendix A - The Speed Management Strategy.

        Appendix B – DfT (Department for Transport) Circular 1/2006 Setting Local Speed Limits.

        Appendix C - Prioritising schemes for changing speed limits.

        Appendix D – Views of Area Committees.

        Appendix E – The views of Warwickshire Police.

2.   Consultations with Area Committees

2.1   At each of the Area Committees, the item was introduced by an officer concerned in the Speed Management Strategy, who was also able to answer any questions.

2.2   Members of the Committees raised a number of points, all of which were recorded. These views are presented in **Appendix D**.

2.3   The views expressed at Area Committees were generally supportive of the approach being taken, and there were no criticisms of any of the specific draft Policies. However, there were a number of suggestions about the arrangements for implementing the Strategy.

2.4   Where appropriate, the draft has been amended as necessary to reflect the views of the Area Committees.

Warwickshire
County Council

2.5   The amended draft Strategy has been prepared on the assumption that, subject to any issues raised by this Committee, all of the Policies shown in **Appendix A** will eventually be adopted by the Council.

3.   Warwickshire Police

3.1   The Police have responded very positively to the draft Strategy, and the strategy has been slightly amended to take their views into account. In particular, the Police wish it to be included that their ability to carry out enforcement of speed limits has to be controlled by the availability of resources. The letter from Warwickshire Police is attached at **Appendix E**.

4.   Circular 01/2006 Setting Local Speed limits (see also Appendix B)

4.1   The report to Area Committees explained that Circular 1/2006 was guidance from which the Council could depart if it wished, and invited comments on this. None of the Area Committees suggested departing from the Circular and so the revised draft incorporates it into policy.

4.2   The guidance recommends that where lower speed limits are being considered, they should only be introduced if most people are likely to obey them. This may mean that in some instances the speed limit that a community would like cannot be imposed without disproportionately expensive engineering works.

4.3   Circular 01/2006 is issued for guidance. In due course, the Council, if it wished, could review the Policy and relax this approach to a greater or lesser extent. i.e. schemes to introduce lower speed limits could be prioritised even if many drivers would not obey them.

4.4   However, although this has the attraction that Area Committees could approve schemes to lower speed limits that would initially receive the support of local communities, such schemes would be unlikely to be successful and would then receive criticism. Secondly, they would probably not be supported by the Police, and thereby not receive enforcement.

5.   Circular 01/2007 Use of Speed Limit and Red Light Cameras for Traffic Enforcement: Guidance on Deployment, Visibility and Signing

5.1   Department for Transport (DfT) has recently published Circular 1/2007 'Use of speed and red light cameras for traffic enforcement: Guidance on deployment, visibility and signing'. This is a comprehensive guide to good practice in the use of safety cameras and Policy SMS 16 in the draft strategy has been amended to refer to it. The circular recommends a points system based on the number and seriousness of accidents to determine if a new site should be established. The number of new sites that can be deployed depends on the budget available. It is therefore proposed that the points system should be used to determine the relative priorities between sites rather than as an absolute criteria.

Warwickshire
County Council

6.   Delivery and Funding

6.1   A note on the funding source for each Policy is given in italics in the draft strategy. (It is not intended that the notes in italics will from part of the final strategy).

6.2   The strategy specifically states that the timescale for its implementation will depend on the funding available. Therefore, approving the strategy does not of itself commit the Council to funding and delivering it within any particular timescale. However, it would only be appropriate to include policies which the Council considers have a reasonable chance of being funded and delivered at least in the medium term.

6.3   There is no funding source dedicated specifically to implementing new speed limits arising from the speed limit review. However, at the budget meeting in February the Council agreed to an allocation of £400,000 to each Area Committee for each of the three years 2007/08 to 2009/10 for highway maintenance, improvement and safety. It will be for Area Committees to allocate this budget between competing maintenance, improvement and safety work, including new speed limits.

6.4   Area Committees will need to bear in mind that Circular 01/2006 asks authorities to implement any changes arising from the review of speed limits on A and B roads by 2011.

6.5   For C and D roads with significant road casualty problems, funding for schemes (which could include lower speed limits) may be prioritised in the Casualty Reduction programme. The relative priority afforded to a particular scheme would depend on the Council's existing policy in relation to casualty reduction work.

6.6   For C and D roads which do not have significant casualty problems, it would also be possible for Area Committees to identify additional schemes (over and above those on A and B roads), which could include lower speed limits. There is no funding source specifically dedicated to reviewing or implementing speed limits on C and D roads so, in these instances, the funding for both the works and the staff costs would have to be covered by the Area Committees' future allocation.

JOHN DEEGAN
Strategic Director for Environment and Economy
Shire Hall
Warwick

13th June 2007

Environment Overview and Scrutiny Committee – 28th June 2007

Speed Management Strategy

A Speed Management Strategy for Warwickshire (Draft)

1.   Introduction

The Warwickshire Final Local Transport Plan 2006 states in Policy RS 19 'The County Council will combat excessive speed with an integrated programme of education, engineering and enforcement.' This document sets out a Speed Management Strategy in accordance with this policy.

The strategy is a coordinated approach to the issue of speed which states objectives and develops proposals to address the management of speed in ways that result in roads that are safer for all, and takes into account the needs of local communities.

2.   Speed Management

2.1   Successful management of speed will be achieved only by the County Council, Warwickshire Police, Borough and District Councils, Parish Councils and other community organisations working together.

The benefits of managing speed to better suit the local environment are:-

(i)   A reduction in the number of casualties on the road.

(ii)   A reduction in demands on the emergency services.

(iii)   Improvements to the quality of life in local communities.

(iv)   Encouragement of more environmentally friendly methods of travel.

(v)   Improvements in the environment for walking, cycling and horse riding.

To do this, we need to utilise a combination of the three 'E' s.

Education – to influence for the better the ways in which people drive, walk and cycle.

Engineering – to design and improve roads in a way that encourages safer and more responsible driving.

Warwickshire County Council

Enforcement – to work with the Police to carry out targeted enforcement where there are significant road casualties or where unacceptable speeding is a problem.

2.2   The overall objective is to attempt to alter the culture of the many drivers who consider that they alone can judge what speed is appropriate, into one in which a more responsible attitude prevails.

3.   Why is Speed a Problem?

3.1   Speeding and accidents are closely related. When a hazardous situation arises the greater the speed, the greater the risk that an accident will occur. And the greater the speed of those involved in an accident the more serious the consequences will be.

3.2   The Government's Road Safety Strategy, published in 2000, reported research that showed that speed was a major contributory factor in around one third of all traffic accidents. Even allowing for the recent benefits of safety cameras, it is likely that excess speed still plays a part in the injuries of between 500 and 1000 people in Warwickshire each year.

3.3   Drivers travelling too fast do not just put themselves at greater risk They also endanger more vulnerable road users and adversely affect the environment of the communities though which they pass.

3.4   The great challenge is to change the culture of drivers. Many drivers view their speed as a matter for their personal decision based on their own values. We need to change this so that they give due consideration to the impact it has on the communities through which they pass.

4.   The Role of the Driver

4.1   Influencing the attitude of drivers is therefore a key element of any strategy. Research at the University of Manchester categorised those drivers who are most likely to be involved in speed related accidents into three groups:-

      (i)   Error makers: those who do not look.

      (ii)   Lapsers: those who do not think.

      (iii)   Violators: those who do not care.

4.2   It is these three groups of drivers who most need to alter their approaches to driving by taking a more responsible attitude to other road users. This requires a culture change, so that the community finds driving too fast as socially unacceptable as drink driving.

4.3   However, it is not just these drivers who are the problem. We all drive too fast at times. There is a collective feeling that it is acceptable because everyone else does it and the chances of being detected and prosecuted, except at camera

Warwickshire
County Council

sites, is very small. Once again, it is necessary to change the culture, as this attitude can be passed on to our children when they start driving.

4.4   The majority of drivers do not speed significantly through their own communities, since they have an affinity with the people who live and work there. Many however, do so through other communities.

5.   The Strategy Objectives and Their Implementation

5.1   The Strategy is formed of a set of objectives, each aimed at a particular problem associated with speed that is encountered in Warwickshire. This is followed with a statement setting down the Council's policy with respect to the objective.

5.2   The Strategy acknowledges and builds on many of the existing initiatives with regard to vehicle speeds and safety in the county. It then aims to add to and improve on these existing initiatives.

5.3   The Strategy is set out in a way that new developments, guidance and technologies can be accommodated and taken account of in the future.

5.4   In order that each policy can be followed, the Strategy identifies a number of actions that would need to be approved and funded for implementation in future years.

5.5   The timescale for delivering the strategy will depend on the funding available.

6.   The Objectives and Policies

The objectives and Policies that are set out below are based on the Policies in the Warwickshire Final Local Transport Plan 2006. The relevant policy in the Local Transport Plan is quoted wherever it is relevant.

NOTE:- The sections in italics are included in this draft document in order to provide additional information for members. It is not intended that these sections will become part of the final approved Strategy.

Objective SMS 1 - Education

To increase the awareness of drivers to the problems caused by inappropriate speed, and foster a more responsible attitude to driving at an appropriate speed for the road conditions.

Policy SMS 1

The County Council, with the support of Warwickshire Police, will continue to support national speed campaigns by local initiatives, with local campaigns and events aimed at raising the profile of the use of appropriate speed.

Funding source – *Funding through the Road Safety Education budget to continue.*

Warwickshire
County Council

Objective SMS 2 - Education

To work with young drivers to improve their understanding of speed issues. (LTP Policy RS13 'The County Council aim to foster correct attitudes to becoming a driver and the responsibilities of drivers, and other road users.)

Policy SMS 2

The County Council will continue work with its partners to promote programmes to make young drivers, and those approaching driving age, more aware of the problems caused by inappropriate speed, and to foster a more responsible driving attitude.

Funding source – *From 1st April 2007, from the Specific Road Safety Grant within the LTP settlement.*

Objective SMS 3 - Education

To assist communities with perceived speeding problems to take ownership of local issues.

Policy SMS 3

The County Council will work with Warwickshire Police, other local councils, and other bodies to give support to local communities that wish to promote safer driving and reduced speeds in their areas by, for example, using portable vehicle actuated signs through the SpeedAware initiative.

Funding source - *For 2007/8, from the £50,000 allocation. For future years, funding to be reviewed on an annual basis.*

Objective SMS 4 - Education

To encourage drivers detected speeding to undergo training as an alternative to prosecution.

Policy SMS 4

The County Council will continue to work with the police to provide Speed Awareness workshops for drivers detected speeding as an alternative to prosecution.

Funding source – *Speed Awareness courses are self-funding.*

Objective SMS 5 - Education

To encourage local businesses and employers to implement an Occupational Road Risk Policy, which will include speed issues.

Warwickshire
County Council

Policy SMS 5

The County Council will offer training:-

- To help local employers to fulfil their health and safety obligations by managing occupational road risk.

- To help occupational drivers to adopt safer driving practices.

Funding source – Courses run for private companies and their employees are self- Funding.

No funding currently available for courses for the County Council's own occupational drivers.

Objective SMS 6 Engineering

To ensure that new and improved roads within the County are constructed so that their layout encourages responsible driving and more appropriate speeds.

Policy SMS 6

The County Council will continue to require that new and improved roads are designed and built to appropriate standards. (LTP Policy RS 17). In addition, they will require that the layout of these roads will encourage safer driving generally, and will generally discourage inappropriate speeds in environmentally sensitive areas.

Funding source – County Council and developer schemes individually and separately funded, with design processes and development control in place to ensure appropriate standards.

Objective SMS 7 - Engineering

To gather data on road accidents to assist in the reduction in the number of speed related road casualties. (LTP Policy RS 2)

Policy SMS 7

The County Council will continue to work with Warwickshire Police to provide and analyse all available road accident data for those working towards reducing road casualties within the county, and where appropriate, to identify problems associated with inappropriate speed.

Funding source – Funding to continue through the Road Safety Unit revenue budget.

Objective SMS 8 - Engineering

To reduce casualties at those sites where significant numbers of accidents have occurred where speed was a factor.

Warwickshire
County Council

Policy SMS 8

As part of its commitment to reaching the Government's stretching targets for Casualty Reduction (LTP Policy RS 1), the County Council will continue to fund a Casualty Reduction programme aimed at reducing casualties at those sites with the worst records. (LTP Policy RS 16) At the sites where significant numbers of the accidents were speed related, particular attention will be paid to using methods to reduce speeds to more appropriate levels.

Funding source – LTP funding will continue for the Casualty Reduction Scheme programme carried out by the Road Safety Unit.

Objective SMS 9 – Engineering

To have in place a policy for the setting of local speed limits.

Policy SMS 9

The County Council will use the guidance in DfT Circular 01/2006 to assess and set local speed limits.

Funding source – the adoption of this guidance does not require any funding.

Objective SMS 10 - Engineering

To have in place appropriate speed limits on all county roads.

Policy SMS 10

The County Council will adopt the recommendations set out in DfT document Circular 01/2006, 'Setting Local Speed Limits' which states 'Traffic authorities are asked to review the speed limits on all of their A and B roads, and implement any necessary changes, by 2011 in accordance with this guidance', and 'Consistent with their duty in respect of road safety, traffic authorities will wish to focus on the use of speed management measures, including more appropriate speed limits, or a combination of these measures, on those roads (not just on A and B roads) with the most pressing problems of collisions and injuries, or where there is a widespread disregard for current speed limits'.

Funding source – For 2007/8,a specific allocation of £50,000, to be shared with SpeedAware, has been provided for the technical review of existing speed limits on A and B roads.

There is no funding source dedicated specifically to implementing new speed limits arising from the speed limit review. However, at the budget meeting in February the Council agreed to an allocation of £400,000 to each Area Committee for each of the three years 2007/08 to 2009/10 for highway maintenance, improvement and safety. It will be for Area Committees to allocate this budget between competing maintenance, improvement and safety work, including new speed limits.

Warwickshire
County Council

Objective SMS 11 - Engineering

To reduce the environmental impact of speeding traffic in villages through the Village Speed Limit Review. (LTP Objective in Part 1.3)

Policy SMS 11

The County Council will continue with its programme through the Village Speed Limit Review of schemes aimed to ensuring that all villages within the County have a 30 mph speed limit where this can be achieved in accordance with the County Council's speed limit policy. Engineering measures will be employed where necessary to help reduce speeds to levels appropriate for a lower speed limit.

Funding source – LTP funding will continue for the Village Speed Limit Review programme.

Objective SMS 12 – Engineering

To reduce the environmental impact of traffic in towns through an Urban Speed Limit Review. (LTP Objective in Part 1.3)

Policy SMS 12

The County Council will develop an initiative for reviewing speed limits on the main road network of urban areas not covered by the A and B roads review under Policy SMS 10 above. This will have a particular emphasis on achieving workable 30 mph limits on roads that currently have 40 mph limits. It is intended, however, that this should commence after the Village Speed Limit Review is substantially complete.

Funding source – Funding will need to be identified to follow on from the Village Speed Limit Review.

Objective SMS 13 - Engineering

To take advantage of opportunities which arise to further reduce speeds in certain environmentally sensitive areas by considering the introduction of 20mph speed limits or 20 mph zones where appropriate.

Policy SMS 13

The Country Council will consider the use of 20 mph speed limits or 20 mph zones where appropriate in accordance with the speed limit policy.

Funding source – There is no funding source dedicated specifically to implementing any new 20 mph speed limit schemes arising from the speed limit review. However, at the budget meeting in February the Council agreed to an allocation of £400,000 to each Area Committee for each of the three years 2007/08 to 2009/10 for highway maintenance, improvement and safety. It will be for Area Committees to allocate this budget between competing maintenance, improvement and safety work, including new speed limits.

Warwickshire
County Council

Objective SMS 14 – Engineering

To ensure that drivers are at all times aware of the speed limit of the road on which they are travelling.

Policy SMS 14

The County Council will regularly review and, where necessary update, the type, number and locations of all speed limit signs.

Funding source – *Through the existing Road Maintenance budget.*

Objective SMS 15 - Enforcement

To provide improved levels of speed enforcement.

Policy SMS 15

The County Council will continue to press Warwickshire Police to carry out an increased level of speed enforcement, particularly where there are justifiable community concerns over speeding. (LTP Policy RS 23)

Warwickshire Police have stated that: Warwickshire Police will endeavour to raise the level of speed enforcement it carries out, subject to budgetary constraints and resource limitations. It will address community concerns and use data-led intelligence to target specific speeding and other road-related issues.

Funding source – *Dependant on Warwickshire Police policies.*

Objective SMS 16 – Enforcement

To reduce speeds at sites where high levels of casualties have occurred, but where the installation of more conventional methods of casualty reduction treatment are not possible, or has been tried and significant levels of casualties continue to occur.

Policy SMS 16

The County Council will continue to use safety cameras as part of our integrated strategy to reduce casualties. We will use them as a last resort where the evidence shows they are the most cost effective way of reducing casualties at a particular site or route. (LTP Policy RS 20)

We will adopt the recommendations of DfT Circular 1/2007 'Use of speed and red light cameras for traffic enforcement: Guidance on deployment, visibility and signing', subject to the points system for establishing new camera sites in the guidance being used to determine the relative priorities between sites rather than an absolute standard.

Funding source – *new Specific Road Safety Grant in the LTP.*

Environment Overview and Scrutiny Committee – 28th June 2007

Speed Management Strategy

DfT Circular 1/2006 SETTING LOCAL SPEED LIMITS

Notes on the new guidance

1.   In Circular 1/2006, the DfT asks Traffic Authorities to review the speed limits on all of their A and B roads, and implement any necessary changes, by 2011 in accordance with the guidance. It also states that ': Consistent with their duty in respect of road safety, traffic authorities will wish to focus the use of speed management measures, including more appropriate speed limits, or a combination of these methods, on those roads or routes (not just on A and B roads) with the most pressing problems of collisions and injuries, or where there is widespread disregard for current speed limits.'

2.   Circular 1/2006 sets out the methods to be used for setting local speed limits, with guidance given on both urban and rural areas.

3.   A major factor in the guidance is the continued reduction in road accident casualties.

4.   The first main difference between this new document and Circular 1/93 is the use of mean speeds rather than (as in Circular 1/93) 85%ile speeds in the assessment.

5.   Although initially the use of mean speeds in setting local speed limits appears to be a major change, in fact on most roads it will make little difference. This is because both the new and old guidance documents acknowledge that on the majority of roads' there is a consistent relationship between mean speed and 85% ile speed. Circular 1/93 states, 'If the observed 85%ile speed is within 7 mph or 20 % of the proposed limit, the limit may be set'. Circular 1/2006 states, 'Mean speeds should be used as the basis for determining local speed limits'.

Therefore, for example, if the measured speeds on a road indicate an 85%ile of 37 mph, and a mean speed of 30 mph, a speed limit of 30mph may be set under either Circular.

However, where it is found that, although the majority of drivers are travelling at or close to the speed limit, a number are exceeding this limit by a significant amount (i.e. the 85 %ile speed is more than 20% higher than the speed limit), more particular attention may need to be paid to this problem.

Warwickshire
County Council

6.   The second main difference is the increased emphasis on taking into account the views of the communities affected by any proposed speed limit changes, whether urban or rural. However, in order that schemes can be prioritised, factors such as the potential to reduce casualties will always need to be assessed.

7.   Finally, for rural roads, the guidance introduces the idea of 'upper tier' and 'lower tier' rural roads. Generally, upper tier roads are 'high quality strategic single carriageway roads', whereas 'lower tier' roads are roads 'passing through a local community, or having a local access or recreational function'.

Warwickshire
County Council

Environment Overview and Scrutiny Committee – 28th June 2007

Speed Management Strategy

Prioritising Schemes for Changing Speed Limits - The Procedure for Carrying Out and Implementing the Speed Limit Review of A and B Roads

The following procedure is recommended, which is based on the Guidance in Circular 1/2006.

Technical Review by Officers

1.   Prepare the list of all A and B roads in the County, and divide this into roads wholly or predominantly within each Area Committee Area.

2.   Obtain all relevant data on road accident casualties for each route.

3.   From an initial scrutiny of the accidents, for appropriate locations on each route gather recent speed survey data, or arrange for new speed surveys.

4.   Carry out an accident analysis to determine whether there are any specific locations on the route where a Casualty Reduction scheme (including if appropriate reductions in local speed limits) may be prioritised when compared with other high priority schemes. (In these cases, any scheme may be partially be funded through the Casualty Reduction Scheme programme).

5.   Drive and examine each route to assess whether the existing speed limits are appropriate.

6.   For rural roads, use the 'Speed Assessment Framework' in Circular 1/2006 to determine whether any changes to the local speed limits are indicated, taking into account any concerns already expressed by local communities.

7.   Produce a report indicating any sections of route for which changes in the speed limits are recommended, with reasons.

8.   Prepare schemes for consideration, including an estimate for each section of the proposed works.

9.   Report to each Area Committee with a schedule of the A and B roads in its area, prioritising the schemes based on the technical assessment to date.

Warwickshire
County Council

Area Committees

10.   Area Committees to carry out a review of the priority list, taking into account community concerns, and amend the priority list accordingly. (Area Committees will need to consider the procedure they wish to adopt to carry out this review).

11.   Area Committee to instruct officers to proceed with the approved schemes.

Warwickshire
County Council

Environment Overview and Scrutiny Committee – 28th June 2007

Speed Management Strategy

The Views of the Area Committees

North Warwickshire Area Committee Draft Minutes for 21st March 2007

Item 12 - Speed Management Strategy

1.   The Committee considered the report of the Strategic Director for Environment and Economy inviting the views of the Area Committee on the draft report of a Speed Management Strategy for the County and related matters.

2.   Estyn Williams noted that following a seminar in September 2006, a report had gone to the Environment Overview and Scrutiny Committee in January 2007, who had forwarded the report to all Area Committees and the Police for their input. He added that speed limits were only a part of the strategy and there were other issues such as educating drivers to be considered.

        During the following discussion, the following points were raised:-

        a.   Members acknowledged that the need for speed management was common to all divisions of the County and the reduction of speed in North Warwickshire would be included in the remit of the Village Traffic Officer.

        b.   There was a need for schemes to be flexible and timely in order to address local issues.

        c.   Enforcing speed limits remained a frustrating problem.

        d.   There was a need to look at initiatives on speed awareness and management taking place across the country.

        e.   There were a number of cost effective, simple measures such as signage and placing of signs a good distance before and after villages that could be taken.

        f.   It was suggested that a speed limit be imposed of 20 miles per hour outside all schools in Warwickshire to ensure the safety of children and lollipop ladies.

        g.   Educating drivers needed to be a priority.

Warwickshire
County Council

Resolved:-

That the comments made by the North Warwickshire Area Committee on the draft Speed Management Strategy be submitted to the Environment Overview and Scrutiny Committee.

Nuneaton and Bedworth Area Committee Draft Minutes for 28th March 2007

Item 6 - Speed Management Strategy

The Committee considered the report of the Strategic Director for Environment and Economy following the request by the Environment Overview and Scrutiny Committee that Area Committees view be sought on the draft report and Speed Management Strategy and related views.

During the ensuing discussion the following points were made:-

a.   The Strategy would standardise speed management but would not solve the problems caused by speeding.

b.   The DoT had called for mandatory reviews of all A and B roads to be carried out, which would include but not be led by casualty reduction. A report on the outcome of this would be brought to the Area Committee early in 2008.

c.   Information packs would be put together for PACTs, including speed limits, speed management measures and a conduit for Members to feed issues to.

Resolved that the comments made by the Nuneaton and Bedworth Area Committee on the draft Speed Management Strategy be submitted to the Environment Overview and Scrutiny Committee.

Rugby Area Committee Draft Minutes for 22nd March 2007

Item 6 - Speed Management Strategy

The Committee considered the report of the Strategic Director for Environment and Economy following the request by the Environment Overview and Scrutiny Committee that all Area Committees consider the draft report and Speed Management Strategy.

The Committee made the following comments:-

a.   That 60 miles per hour on rural and often unsuitable roads was too high.

b.   Even with signs and painted warnings there was an acute speeding problem in most villages and there was a need for more electronic aids such as flashing activators and cameras, education or physical changes to roads.

Warwickshire
County Council

c.   An important area to be considered was safer routes to school and it was suggested there should be a 20 miles per hour speed limits outside all schools.

d.   The Committee were fully supportive of the important work being undertaken and were conscious of the resource limits, but felt that the resources that were available needed to be spent on routes with the highest priority.

Resolved:-

That the comments made by the Rugby Area Committee on the draft Speed Management Strategy be submitted to the Environment Overview and Scrutiny Committee.

Stratford Area Committee Draft Minutes for 21st March 2007

Item 7 - Speed Management Strategy

The Committee considered the report of the Strategic Director for Environment and Economy.

At its meeting on 18th January, Environment Overview and Scrutiny Committee considered the draft report of a Speed Management Strategy for the County. After consideration, the Committee requested that the views of Area Committees should be invited on the draft report and Speed Management Strategy and related matters. The report invited such views.

During the discussion the following points were made:-

a.   There were considerable benefits in educating drivers who had committed a speeding offence about the dangers of speed.

b.   Although the Police do not have the power to veto speed limit proposals by the Council, it would be against the Council's policy to ignore any objection from the Police.

d.   Care should be taken not to raise expectations of residents about the introduction of speed reduction schemes.

e.   Speed limits have to have regard to national criteria, including street lighting, otherwise would not be legally enforceable.

f.   The Strategy should provide for the introduction of a tick box criteria for determining whether speed limits were appropriate in a particular area so that the policy cold be applied countywide.

g.   It was essential to provide adequate signage and publicity, including advise to the parish councils, relating to speed limit proposals.

h.   Consideration should be given to introducing 20 mph speed limits outside all schools.

Warwickshire County Council

i.   The policy for the use of speed cameras has been relaxed but for the time being, the current criteria based on accident levels was still used. Guidance was being sought on the criteria to be used for locating cameras following which a priority list of locations on A and B Roads would be prepared.

j.   Care must be given to making traffic calming engineering measures as environmentally acceptable as could be.

k.   Regard must be had to the likely reduction in speed to be achieved following the introduction of a speed reduction scheme,

Resolved:-

That the comments made by the Stratford on Avon Area Committee on the draft Speed Management Strategy be submitted to the Environment Overview and Scrutiny Committee.

Warwick Area Committee Final Minutes for 13th March 2007

Item 9 - Speed Management Strategy

The Committee considered the report by the Strategic Director for Environment and Economy.

Malcolm Graham explained if the strategy were adopted the Area Committee would be able to set its priority for speed reductions taking account of community needs.

Members were in favour of the strategy, as it should reduce the time taken to implement speed reduction measures. However, they recognised that the number of schemes that could be implemented would always be restricted by available resources.

It was then Resolved:-

That the Warwick Area Committee support the adoption of a speed management strategy as submitted.

Warwickshire County Council

Environment Overview and Scrutiny Committee – 28th June 2007

Speed Management Strategy

Speed Management Strategy Draft Document Warwickshire Police Comment

Sir,

The background to the successful implementation and partnership approach of this speed management strategy is embodied in the Memorandum of Understanding that exists between the two organisations. Created in April 2002, and signed by John Deegan, Director of Planning and Economic Strategy for WCC and the then Chief Constable John Burbeck, the text is copied below.

'Warwickshire County Council and Warwickshire Police are committed to work in partnership to reduce road accidents. We have agreed this memorandum on how we can make Warwickshire's roads safer together. We believe sharing information and opinions will help us work together. We will meet regularly at Chief Officer and operational level to discuss matters of mutual interest. We will give each other as much information as we can. We will avoid duplication of effort and resources. When planning road safety work we will have regard to each other's activities and try to complement them rather than compete with them. We believe that Warwickshire County Council road safety work will be enhanced by the active involvement of Warwickshire Police and vice-versa. We will offer each other the opportunity to take part in our activities wherever we can. We will allow each other the use of resources for road safety work free or on reimbursement of costs rather than on a commercial basis. In promoting our activities we will give credit for any help that we receive from each other.'

Warwickshire Police are more committed than in recent years to the concept of Casualty reduction which is encapsulated in a strategy of combating excessive speed by use of an integrated programme of education, engineering and enforcement.

With regard to the Speed Management Strategy document currently under consideration I would wish to make the following points.

Section 2 – Speed Management:-

2.1 Fully agree and support the objectives set out within the partnership working concept.

Warwickshire
County Council

2.2   Support.

3.   Agree.

4.   Agree, emphasises the need for greater speed enforcement by Warwickshire
Police and the Wider Road Safety partnership.

5.   Agree.

6.   Objective SMS 1 – Education: Warwickshire Police support increased driver
education (and participate in schemes such as BikeSafe, Driving Ambitions etc).
Warwickshire Police will continue to participate in National Speed campaigns
(ACPO and TISPOL) as well as local initiatives.

Objective SMS 2 – Education: Support (particularly in areas of school liaison and
Scootersafe, BikeSafe, Live & Dangerous and Driving Ambitions etc.).

Objective SMS 3 – Education: Warwickshire Police will liaise with local
communities with regard to perceived and real speeding problems. Training will
be given to Safer Neighbourhood Team officers to expand the available pool of
resources to address speeding problems. Concerns have been raised with
empowering local residents to carry out speed monitoring due to H& S conflicts
and lack of enforcement powers. Warwickshire Police will also deploy vehicle
activated signs (Speed visors) in conjunction with WCC.

Objective SMS 4 – Education: Support. Warwickshire Police will participate in
the Speed Awareness workshops when requested and will explore with WCC
the potential of extending the scheme to include motor-cyclists.
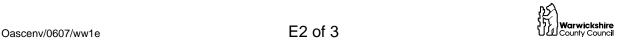
Objective SMS 5 – Education: Warwickshire Police will support WCC in this
initiative (Occupational Road Risk Policy). Warwickshire Police will offer advice
regarding training of occupational drivers.

Objective SMS 6 – Engineering: Warwickshire Police will be an active participant
in road engineering within the County, attending and offering opinion at planning
and construction phases. Warwickshire Police will participate in road schemes,
advising on their suitability, safety and enforcement requirement.

Objective SMS 7 – Engineering: Support, Warwickshire Police will continue to
share road accident data with WCC to enable common aims and targets to be
identified and endeavour to reduce road casualties throughout the County.

Objective SMS 8 – Engineering: Support. Warwickshire Police embrace the
concept of WCC stretch targets and will target resources at those sites with the
worst casualty record.

Objective SMS 9 - Engineering: Support. Warwickshire Police will actively
participate in the Speed Limit review programme, targeting those areas with the
most pressing casualty problems whilst advising restraint on imposition of speed
limits which would result in unrealistic enforcement burdens. *(Note: This
Objective is now covered in SMS 9 and 10.)*

Warwickshire
County Council

Objective SMS 10 - Engineering: Warwickshire Police will continue in its support and participation with the Village Speed Limit review programme. *(Note: now SMS 11).*

Objective SMS 11 – Engineering: Warwickshire Police support the review of speed limits, especially in the area of Safer Routes to School, however the enforcement potential for 20 mph speed limits is limited and may impose an unachievable enforcement obligation. *(Note: now SMS 12).*

Objective SMS 12 – Engineering: Warwickshire Police supports the concept of less street clutter and more visible speed limit information.*(Note: now SMS 14)*

Objective SMS 13 – Enforcement: Warwickshire police will endeavour to raise the level of speed enforcement it carries out, subject to budgetary constraints and resource limitations. It will address community concerns and use data-led intelligence to target specific speeding and other road-related issues. *(Note: now SMS 15).*

Objective SMS 14 – Enforcement: Warwickshire Police will continue to be an active participant in the Safety Camera partnership approach towards addressing casualty reduction. *(Note: now SMS 16).*

Conclusion

Warwickshire Police are committed to reducing death, injury and the fear of death and injury throughout the County, paramount to this is the drive towards casualty reduction on the County's road network. Investment is being made to better resource Roads Policing and this will, with continued close liaison with our partners, result in a safer Warwickshire for both its residents and visitors.

Submitted for your information

Gary Hollis
Superintendent
Operations Department

Warwickshire
County Council