

Dear Ms Poynton,

*Objections .***Proposed Speed Limit Change / Traffic Calming – Bishops Itchington**

I refer to your email letter dated 2nd June 2017, seeking the Chief Constables views in respect of a proposal to change the speed limits and traffic calming in Bishops Tachbrook.

Principles of Speed Enforcement

Speed enforcement is time and resource intensive and competes with other important policing priorities of equal public concern. It is not the responsibility of the police to make inappropriate speed limits work. Prevention should rely on public support and compliance by the majority.

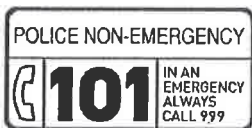
Any speed enforcement activity should be proportionate, targeted, consistent and transparent. Where there is alleged non-compliance the road should be investigated to identify whether this is happening and, if this is the case, the likely reasons why this undesirable condition is arising.

When a road looks and feels like the speed limit many will comply and where possible there will be a level of routine enforcement. However, when the limit is confusing or unclear it will not be routinely enforced. Therefore speed restrictions must be appropriate, clear and with the need for compliance obvious to all road users, as this will result in the majority habitually complying.

Mass defiance identifies unsuccessful limits which may be inappropriate. In such circumstances the limit should be reviewed to determine if additional engineering, signing, or even different speed limits are required to achieve compliance by the majority.

It is these principles that inform any police decision to carry out enforcement, routine or targeted.

Even where a need for police speed enforcement is identified, it must be noted that before any targeted, static speed enforcement operations can be carried out, the intended site will need to be risk assessed to ensure the safety of the officers carrying out this activity and the public.

Police Response.

www.warwickshire.police.uk
www.westmercia.police.uk



@warkspolice
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warwickshire police
 west mercia police

Key Principles for Setting Local Speed Limits

- Speed limits should be evidence-led and self-explaining and seek to reinforce people's assessment of what is a safe speed to travel.
- Traffic authorities set local speed limits in situations where local needs and conditions suggest a speed limit which is lower than the national speed limit.
- Local speed limits should not be set in isolation, but as part of a package with other measures to manage vehicle speeds and improve road safety.
- It is important that traffic authorities and police forces work closely together in determining, or considering, any changes to speed limits.
- The full range of speed management measures should always be considered before a new speed limit is introduced.
- The minimum length of a speed limit should generally be not less than 600 metres to avoid too many changes of speed limit along the route.

Warwickshire Police support these principles and deem them to be examples of good practice.

This Consultation

I have examined the proposals, as shown on the drawings you provided (No.10107-01-03 and 10056-01-03, dated November and December 2016) and I have visited the location with you. It is noted this scheme is intended to improve road safety and the local environment for residents and road users. The accident data provided shows that 3 of the 4 RTC's in the village involve vehicles emerging onto the main road from junctions or driveways, two of which were motorcycles. The recent spot speed data shows the 85%ile speeds is from 36 mph to 41mph.

Police Response

The focus for Warwickshire Police is to protect people from harm and therefore priority will be given to targeting those people who pose the most risk of harm to themselves, or others.

Warwickshire Police support the principle that well complied with reduced speeds limits can deliver tangible benefits including; reducing the frequency and severity of injury road collisions; and improving people's sense of well being in their local communities and when using the roads. It should be noted the reduced limits will have to largely rely on their self-regulating qualities.

Whilst there are no plans showing any speed limit signage, Warwickshire Police would expect Warwickshire County Council to provide sufficient speed limit signage to avoid the risk of failed prosecutions. It is of the greatest importance that speed limits be signed lawfully. It is equally important that speed limits be signed clearly and in accordance with the guidance from Traffic Signs Manual Chapter 3 as previously agreed with yourselves, So that at no time will drivers be in any doubt about the prevailing limit.



Village Gateway

It is accepted that the provision of a build out and speed limit change from 40 to 30mph is not ideal. However the Current approach to Bishops Itchington from the Deppers Bridge direction, with the Village gateway and speed limit change with the build out / chicane, all at the same point on the road, has been working according to the speed data, slowing most vehicles prior to them entering the Built up area. However the 85%ile is still in excess of the 30mph speed limit. The accident statistics show there has not been an RTC at the build out.

This proposal is inconsistent with the current national Guidance and local strategy. The proposal wants to remove some traffic calming and reduce the length of the 30 mph speed limit, as well as move the speed limit change point closer to the built up area. The proposal puts the new change point from 40 to 30mph around a slight left hand bend, where the hedge line gets closer to the road, and reduces the approaching visibility of the nearside 30mph terminal sign. The build out / chicane will also be removed. This is likely to see vehicles entering the built up area at higher 85%ile speeds than they currently do.



Reduced Visibility New Speed limit Signs



Reduce View from Marlow Green

Having visited the village, my observations are that vehicles exiting Marlow Green have a visibility splay of 70m towards Deppers Bridge. The DMRB TD42/95 says at a design speed of 50kph (approx 30mph) the visibility splay should be 70m. There is also a large hedge that has recently been trimmed. It still casts a dark shadow over the road and if not maintained will reduce the visibility splay further. The spot speed data puts the 85%ile at 37mph at Marlow Green. At a speed of 60kph (37mph) the DMRB TD42/95 says the visibility should be 90m. This

suggests the higher recommendation of 90m should be the visibility splay for Marlow Green. This is not obtainable, however if the proposal to remove the traffic calming and move the speed limit is agreed, the speed of vehicles at this point is likely to increase and give less time for vehicles to exit Marlow Green and therefore is likely to lead to collisions. The current Collisions statistics show there is already an issue with vehicles entering the main road from junctions throughout the village.



Build Out From Gaydon Direction

As vehicles approach Bishops Itchington from the Gaydon direction, the current build out / chicane has been working, slowing most vehicles prior to them entering the Built up area. The accident statistics show there has not been an RTC at the build out. The new proposed speed limit change point will be closer to the built up area, this is also around a slight left / right hand bend, reducing the approaching visibility of the 30mph terminal signs. This is likely to see vehicles entering the built up area at higher speeds. This also moves the speed limit closer to the area where the recent serious injury collision occurred, where a motorcycle was in collision with a car exiting a private driveway.

There is already a collision history of RTC's occurring with vehicles pulling out of side roads into the path of vehicles on the main road. I **object** to the proposal to remove the existing build outs and the repositioning of the 30mph terminal signs, this is at odds with current national guidance and this will mean vehicles enter the built up area of the village at higher speeds than they currently are doing. The currently visibility splay for Marlow Green does not meet the required design standards for the actual 85%ile speed of 37mph. This part of the proposal will see speeds increase and may lead to further collisions especially near to Marlow Green.

I **have no objections** to the proposed installation of traffic calming as currently proposed as a method of controlling speeds of vehicles in the village.

Yours sincerely,

Resident 1

Debbie,

Thank you for this further update. Can I reinforce one point that Jo and I have mentioned before please? On page 3 of the proposed traffic calming plans, the "proposed gateway feature for new 30 mph speed limit with dragon's teeth" at the north end of the village appears to be situated very close to the drive that serves our house (The Cottage), Lodge Bungalow and other homes located behind the new Cala development. On a map and on physical inspection, our drive appears to be a farm track - but it is the only means of access for three properties and the services (post, paper, refuse) that serve them. Access from our drive onto Station Road is at best hazardous because of traffic volumes and visibility to the south (road bends downhill behind a natural hedge) and to the north because of the relative height of the track to the road, as well as natural growth of vegetation. I am particularly concerned that sighting of the gateway feature will further inhibit visibility of oncoming traffic from the north, for vehicles turning onto Station Road from our drive. This will be worse for smaller vehicles such as post and paper vans and small domestic cars. Equally, emerging vehicles will be less visible to oncoming traffic from the north if the proposed gateway feature acts as a screen.

I trust this point makes sense?

Many thanks,

Debbie,

Resident 2.

So in reply to the 9 letters you received you haven't changed the proposal one iota. What a waste of time effort and money that was.

To repeat my original objection, I do not wish to see speed cushions along the Gaydon Road, particularly the one directly outside my house (number 37). They have been proved not to work. People brake for them and then accelerate away after them, causing more pollution and danger than if they weren't there.

You want to try living here when an articulated lorry or any car with a trailer travels along the road. The noise is deafening. What do you think it is going to be like with a speed cushion directly outside my house. We can't have anyone sleep in the two front bedrooms as it is because of the noise.

To reiterate, I object to the introduction of speed cushions along the Gaydon road and again reassert my intention to sue the council on their introduction for the intrusion (noise) they create and the structural damage (vibration) they cause.

Debbie Poynton
Communities Group
Traffic and Road Safety
Warwickshire County Council
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Resident 3.

RECEIVED	07 JUL 2017
COMMUNITIES GROUP	
LEADERSHIP TEAM	
GROUP	

12th June 2017

Objection to current traffic calming plans

Dear Debbie

Thank you for the plans and public notices you attached regarding proposed speed limit changes and traffic calming in Bishops Itchington.

I would like to object to the fact that on the proposed plans there is a lack of additional speed cushions along the B4451 Gaydon road between the new proposed 30mph speed limit sign and the last proposed speed cushion along this section of road. This lack of speed cushions towards the edge of the village will just allow vehicles to simply speed up on their way out of the village, whilst still in the 30mph zone, the same way they currently do now.

After a recent serious collision along this stretch road, this is something that needs to be taken into serious consideration. At present, the majority of vehicles travelling both in and out of the village along this stretch of road currently travel at well above the current 30mph limit making it extremely hazardous for the many pedestrians who walk along here daily - many with children. Furthermore, it makes it extremely dangerous for residents in vehicles turning out onto the B4451 from their driveways, as vehicles travelling along this road are often travelling so fast there is little time to pull out safely.

I do hope these comments are taken into serious consideration, as with the increase in the population of the village, along with increased traffic using the M40 and travelling to JLR, this traffic is only going to increase in years to come.

Dear Debbie,

Resident 3 (continued)

Thank you for the plans and public notices you attached regarding proposed speed limit changes and traffic calming in Bishops Itchington.

Please could I have more detail on the proposed gateway features, in particular, the one along the B4451 Gaydon Road on drawing TR-10107-01? Details such as whether you plan to put in signage (Please drive carefully through our village), large planters and road narrowing and any other features would be of use.

I would also like to question why the last speed cushion for vehicles travelling out of the village along B4451 towards Gaydon is quite far into the village and why there isn't an additional one closer to the speed limit sign? The lack of speed cushions towards the edge of the village will just allow vehicles to simply speed up on their way out of the village, whilst still in the 30 zone, the way they do now. After a recent collision along this road I think this is something that needs to be taken into serious consideration.

Hi,

Resident K.

Thank you for sending these over.

Can you just confirm my question in the image attached.

- Yellow highlighted- are you saying you will build another gateway feature. Is this a narrowing of the road with priority signage? Are you going to removed the current 1 way traffic flow on this section of the village?

As I'm sure your aware we had a serious accident here a few weeks ago, where 2 air ambulances were called, so I'm worried you have not added any speed reductions, but increased speed and are removing the current one way flow from this side of the village.

Also, can you please can back to me on the questions I asked in the previous email?

Thank you