

# **Proposed Decision to be made by the Portfolio Holder for Transport and Environment on or after 16 February 2018**

## **Proposed Speed Limit Change – A425 Southam Road, Radford Semele**

### **Recommendation**

That the 'Warwickshire County Council (Various Roads, District of Warwick) (Speed Limit) (Variation) Order 2017 (now 2018) be made as advertised'.

### **1.0 Background & Key Issues**

- 1.1 The section of the A425 Southam Road under consideration is a single carriageway road currently subject to a permanent 50mph speed limit. A 30mph Temporary Traffic Regulation Order was put in place for construction works, this is due to expire on 26 February 2018. Changes to the speed limit on the A425 Southam Road, Radford Semele have been proposed and a public notice (background paper 1) was published 16<sup>th</sup> November 2017. This report considers the objection received to those proposals.
- 1.2 The A425 Southam Road, as it leaves the village of Radford Semele, changes to open countryside to the South of the Southam Road. There is one junction to the North of the Southam Road that provides access to a new housing estate. As part of the legal S106 agreement relating to the new housing estate there is a contribution to be applied for the purpose of extending the existing 30mph limit to include the site access or introducing a 40mph buffer zone.
- 1.3 There have been two personal injury collisions (PICs) within the proposed 40mph section of the A425. Both of these PICs occurred in the vicinity of a bend further out towards the Fosse Way within the permanent 50mph limit, that bend would now fall within the parameters of the proposed 40mph buffer zone.
- 1.4 When setting speed limits Warwickshire County Council relies on statutory criteria (Appendix A).

### **2.0 Options and Proposal**

- 2.1 It is in response to the S106 obligation that Warwickshire County Council is proposing to install a permanent 40mph buffer zone between the existing permanent 50mph and 30mph limits.

### 3.0 Consultation

3.1 Consultation has been carried out with the local member, Parish Council, Warwickshire Police, emergency services, Road Haulage Association and other statutory consultees.

3.2 Notices advertising the order were published in the Warwick edition of the Leamington Spa Courier and on the Warwickshire Web pages with a copy of the proposal deposited at the public library in Leamington Spa, Warwick District Council Offices and at Shire Hall. In addition, copies were placed on street on 16<sup>th</sup> November 2017. A plan of the proposals is shown at Appendix B

### 4.0 Support / Objections

The following support /objections were received (full details in background paper and summary below).

#### Support

- **Warwickshire Police** are supportive of the proposal (background paper).

#### Objection

- **Radford Semele Parish Council (RSPC)** has objected to the proposal (background paper).
- RSPC propose that the present temporary extension of the 30mph speed limit should be made permanent in the interests of road safety within the area of the village of Radford Semele.
- RSPC state that this stretch of the A425 is subject to various other planning applications.
- RSPC state that these planning applications show that traffic entering and leaving the village routinely exceed the speed limit.
- RSPC suggest the provision of street lighting in this area so that a 30mph would then be installed.
- RSPC state that it has serious concerns for pedestrian safety and that a parish councillor has witnessed a number of 'near misses'.

#### 4.2 Response

- A permanent 30mph speed limit at this location would not accord with the guidelines in the Department for Transport (Circular 1/2013).

- This location is not conducive to a 30mph limit due to the environmental factors discussed in 2.2 (open countryside to the South of the Southam Road and lack of frontages to the North side with one junction).
- The planning applications cited will have their own specific legal obligations. In addition, funding has already been secured for mitigation and highway capacity schemes for the A425 Southam Road Corridor between Sydenham Drive junction and the Fosse Way; these are currently in the development stage.
- RSPC state that the majority of drivers are exceeding the speed limit this suggests that the set speed limit is unrealistic and not encouraging self-compliance. Warwickshire Police may not support the installation of unrealistic speed limits as this tends to lead to high levels of non-compliance.
- The installation of a 30mph speed limit is not as suggested by the Parish Council reliant on the installation of street lighting nor does the installation of street lighting guarantee the installation of a 30mph limit, and at this particular location this does not have any bearing on the recommendation.
- Pedestrian safety has been addressed in the S106 agreement and the developers have installed a footway that does not run directly alongside the carriageway but rather on the housing estate itself. This footway joins the existing footway within the existing 30mph limit. In addition, the Parish Council refers to pedestrian safety with regard to crossing the road to the shops and school; however any movements such as these would also occur well into the existing 30mph limit, there are no footpaths where the 40mph limit is proposed.
- There have been 2 slight PICs in the last 3 years, both of these collisions are not in the vicinity of the new housing estate and occurred in the permanent 50mph section of the road, it is now proposed that this section is changed to 40mph

## **5.0 Financial Implications**

- 5.1 All works associated with this proposed speed limit will be carried out from S106 developer contributions.

## **Background Papers**

- 1 Support email from Warwickshire Police
- 2 Objection letter from Radford Semele Parish Council

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This report was circulated to the following elected members prior to publication:

Local member(s): Cllr Redford

Other members: Cllrs Clarke, Chattaway, Shilton, Fradgley and Horner

## APPENDIX A

The Road Traffic Regulation Act 1984 enables the Council to make Orders prohibiting the driving of motor vehicles on a road at a speed exceeding that specified in the Order, or directing that a road on which there is provided a system of street lighting furnished by means of lamps placed not more than 183 metres apart shall become a restricted road (subject to a speed limit of 30 mph) or that it shall cease to be a restricted road.

Speed Limit Orders and Restricted Road Roads remain in force until superseded or revoked.

The Department for Transport's Circular 01/2013 'Setting Local Speed Limits' should be the basis for assessments of local speed limits, for developing route management strategies and for developing speed management strategies required as part of the Local Transport Plan process. Circular 01/2013 requires that "speed limits should be evidence-led and self-explaining and seek to reinforce people's assessment of what is a safe speed to travel. They should encourage self-compliance. Speed limits should be seen by drivers as the maximum rather than a target speed. 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."

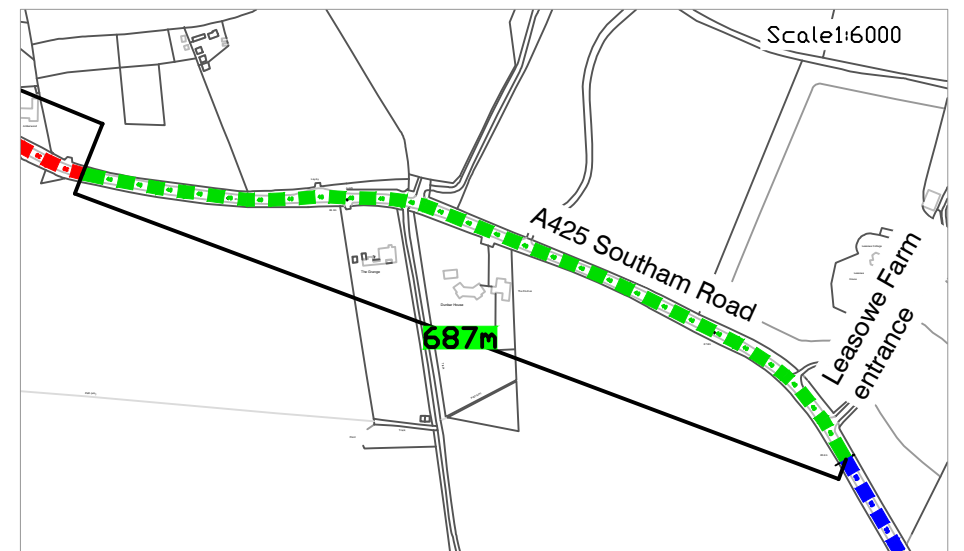
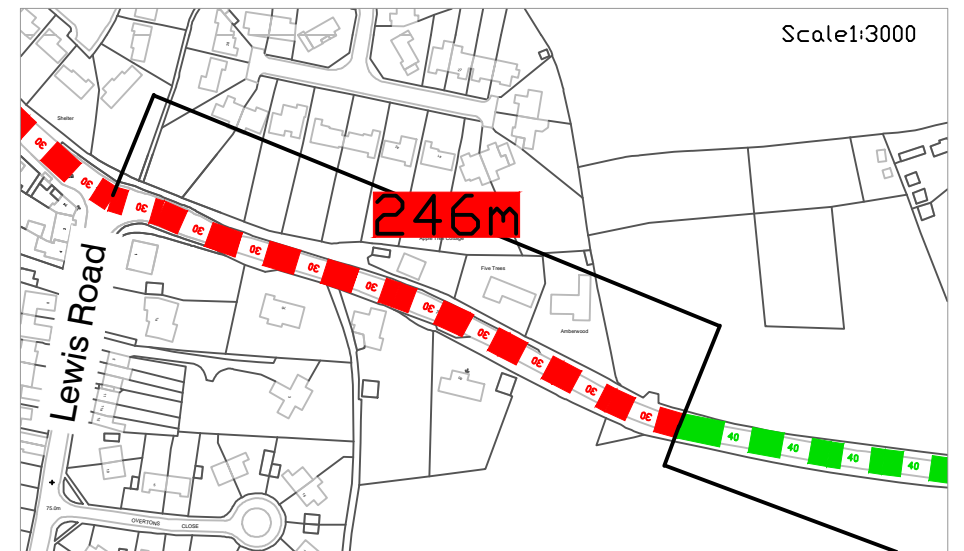
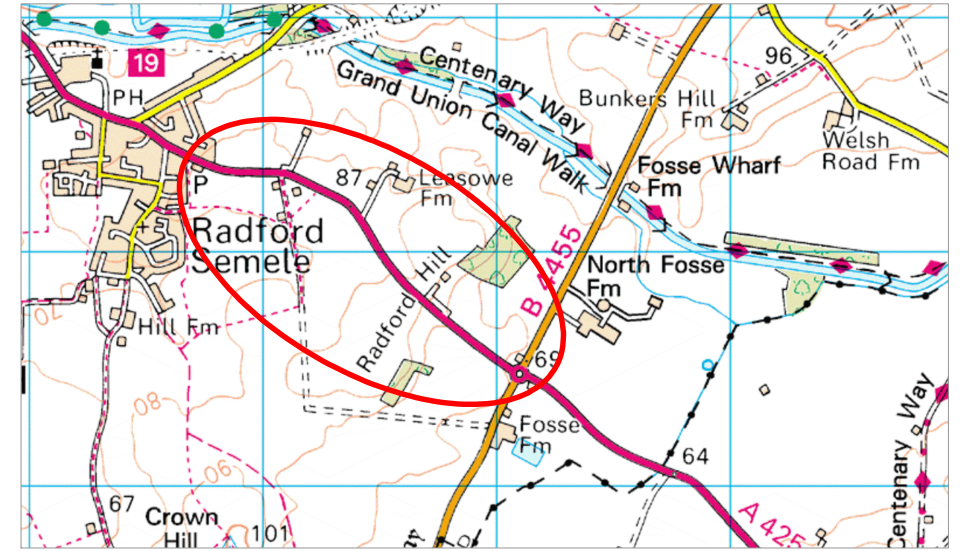
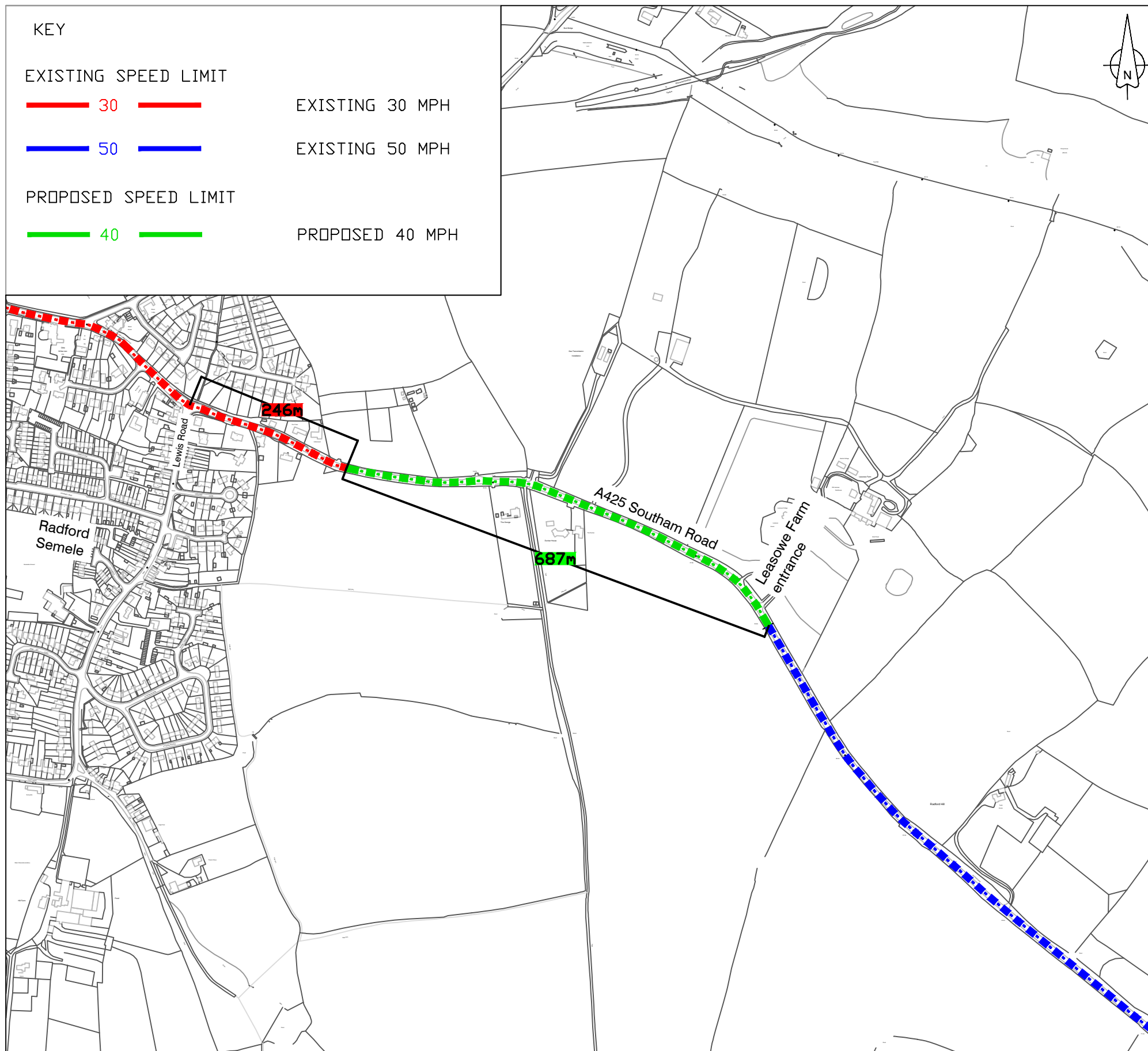
In deciding whether or not to make an Order or give a Direction, the Council is required to have regard to the matters set out in section 122 of the 1984 Act. Section 122(1) requires the Council to exercise the functions conferred on it by the 1984 Act as (so far as practicable having regard to the matters specified in section 122(2)) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians), and the provision of suitable and adequate parking facilities on and off the highway.

The matters to which the Council must have regard are:-

- the desirability of securing and maintaining reasonable access to premises
- the effect on the amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles so as to preserve or improve the amenities of the areas through which the roads run
- the national air quality strategy prepared under section 80 of the Environmental Protection Act 1995
- the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles
- and any other matters appearing to the Council to be relevant

Therefore whilst the overall objective of the Council must be to secure the expeditious convenient and safe movement of vehicular traffic this cannot prevent statutory powers from being used for the specific purposes identified in section

122(1) and that a balance has to be achieved between the overall objective and the matters set out in section 122(2).



REV	DATE	BY	CHK	AMENDMENT
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Drawing title  
**Speed limit Southam Road Leamington Spa Warwickshire**  
 Project title  
**Southam Road 40MPH speed limit**

Drawn by  
**EJ**  
 Date  
**19 September 2017**  
 Scale  
**NTS @ A3\_L**  
 Drawing number  
**TR/10341**