



Warwickshire  
**POLICE**



West Mercia  
**POLICE**

Ref 3 - Baddesley Clinton  
Objection (1)

Dear Ms Poynton,

**BADDESLEY CLINTON, FIVE WAYS, KINGSWOOD - SPEED LIMIT REVIEW – PROPOSED 40MPH SPEED LIMIT AND 30 MPH SPEED LIMIT**

I refer to your email letter dated 15<sup>th</sup> May 2014, seeking the Chief Constables views in respect of a proposal to make changes to the speed limits in the areas of Baddesley Clinton, Five Ways and Kingswood area. The proposal is to reduce the existing 60mph speed limit on the following roads to a 40 mph speed limit. Rising lane, Haywood Lane, Netherwood Lane, Chessetts Wood, Mill Lane, Lapworth Street, Catesby Lane and Case Lane.

At the same time it is proposed that a short length of Mill Lane is reduced to a 30 mph speed Limit.

**Principles of Speed Enforcement<sup>1</sup>**

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.

<sup>1</sup> References made to ACPO Speed Enforcement Policy Guidelines 2011-2015: *Joining Forces for Safer Roads*



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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.

### **Key Principles for Setting Local Speed Limits<sup>2</sup>**

- 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 drawing you provided (No.RS/BL001, dated 12<sup>th</sup> March, 2014). It is noted this scheme will involve the use of speed reducing traffic signs appropriate traffic signs and road markings to support the speed limit reductions. It is noted this scheme is intended to improve road safety and the local environment for residents and road users.

### **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.

In respect of the proposed 40 mph speed limits, I note that most of the routes covering the proposed 40 mph speed limits are narrow and in parts have a very rural aspect and not necessarily indicative of what drivers would expect a 40 mph speed limit to look like. I also note that due to the narrow nature of the there are very few locations where enforcement is practical or safe and it is therefore imperative that any such speed limit should be self regulatory. It should be noted that in view of the unsuitability of the locations there is no prospect of any targeted speed enforcement being carried out by Police resources on these roads. Were the locations to be nominated as a 'community priority concern' by the local Community Forum, the consideration of any enforcement would be guided by the principles of speed enforcement as set out in this response and carried out in accordance with the ACPO Speed Enforcement Policy Guidelines 2011-2015.

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<sup>2</sup> Taken from Department for Transport Circular 01/2013: *Setting Local Speed limits*

Without the benefit of any measured speed data for the locations, I cannot support the proposed 40 mph speed limits at these locations particularly without significant engineering measures being included to ensure compliance.

In respect of the proposed 30 mph speed limit for Mill Lane, I have no objection to the proposal.

When taking into account the Department For Transport guidance 01/2013 Setting of Local Speed Limits and also the ACPO Speed Enforcement Policy Guidelines 2011 - 2013, I am also unable to support the suggestion from Lapworth Parish Council regarding the extension of the 40 mph speed limit into the areas they suggest.

Yours sincerely,

Communities Group  
PO Box 43  
Shire Hall  
Warwick  
CV34 4SX

Ref 3 - Baddesley Clinton

Objection (2)

6<sup>th</sup> September 2014

Dear Ms Poynton,

**Proposal to alter speed limits on roads in Baddesley Clinton, Five Ways, Kingswood and Lapworth**

In respect of the proposal to alter certain speed restrictions on roads in and around Lapworth and neighbouring communities, as detailed in the Notice posted at the junction of Chessetts Wood Road with Rising Lane in Lapworth, I have the following objections:

- 1. Proposal to apply a 40mph speed restriction in Chessetts Wood Road and Rising Lane, Lapworth:** Chessetts Wood Road, where I am a resident, and Rising Lane, are residential streets. Both are used regularly by pedestrians, cyclists and horse riders. Chessetts Wood Road is a fairly straight road and motor vehicles tend to drive along it at high speeds. Without any pedestrian footpaths, or street lighting, this makes it dangerous for pedestrians. I consider that if a speed restriction is applied in these two roads, it should be 30mph. This would be consistent with residential streets elsewhere and would improve safety for pedestrians and other road users. Without the normal safeguards that other residential streets are provided with, notably street lighting and pedestrian footpaths, these roads are currently very hazardous for pedestrians.
- 2. Proposal for the speed restriction in Chessetts Wood Road to apply for 153 metres beyond the junction with Rising Lane:** For the reasons I have cited above, I cannot see any reason why the speed restriction should not extend the full length of Chessetts Wood Road, or at least as far as the boundary with Solihull – the extent of Warwickshire County Council's responsibility. This would make the road much safer for pedestrians, cyclists

and horse riders. It does not seem to make any sense to restrict the speed limit to this short distance, because Chessetts Wood Road is a residential street along its entire length, without any pedestrian footpath or street lighting.

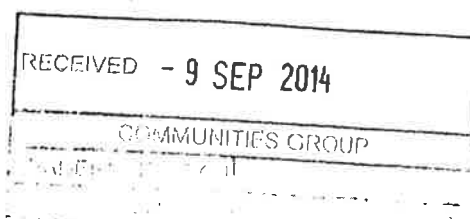
I trust that you will give my comments serious consideration. If, after completion of the public consultation, the decision is made not to adopt my suggested changes to the proposals, I would be grateful to receive a written explanation of the reasons.

Yours sincerely

Ms Debbie Poynton  
Communities Group  
PO Box 43  
Shire Hall  
Warwick  
CV34 4SX

Ref 3 - Baddeley Clinton

£ Objection (3)



7<sup>th</sup> September 2014

Dear Ms Poynton

NETHERWOOD LANE, BADDESLEY CLINTON - PROPOSED 40mph SPEED LIMIT

We have been residents in Netherwood Lane for over 13 years, and we have become extremely irritated by ongoing increases in unnecessary signs which litter our highways in Warwickshire and Solihull.

We understand that it is proposed to add to these eyesores by restricting motor vehicles to 40 mph along Netherwood Lane. From our observations (we regularly walk a dog and cycle along this lane without fear of being run down) it is a completely unnecessary safety measure as there are few vehicles that travel along it and rarely any that travel at excessive or dangerous speeds as the lane is so narrow that almost all drivers use their common sense and naturally restrict their speed. Additional signs would not make any difference to those drivers who decide to drive above safe speeds.

We are not aware of any evidence to prove that Netherwood Lane is an accident prone road. In all the years that we have lived there we have never had any near misses let alone seen any collisions. Our police have enough to do under their current financial constraints without extending the areas in which they have to monitor speeding vehicles.

Warwickshire County Council and Solihull MBC are always keen to protect the green belt in the borough but the huge number of road signs of various types that have been erected during the past few years, especially in green belt areas, make a mockery of this policy. We therefore need no more of these signs which are becoming so numerous that they distract drivers from concentrating on the road ahead.

We understand that at a recent meeting of local residents of Chadwick End, including those who live in Arbour Tree Lane and Netherwood Lane, to discuss similar proposals by Solihull MBC, there was no support at all for the speed limit proposals along our lanes, and everyone one objected to yet more road signs.

We wish to record our very strong objections to these proposals on the above grounds, especially along Netherwood Lane. Would you please pass our views on to the appropriate departments who form part of the decision making process.

Yours sincerely,

Dear Ms Poynton,

I write to establish my objection to the proposed speed limit for Netherwood lane. I have been resident in the lane since 1972 - over 40 years. As a point of interest, & in living memory the lane was gated at the stream boundary between Warwick and Solihull on the approach to Baddesley Clinton House.

I raise the following points for consideration.

- This is a single track lane - and I mean single track used by many walkers & horse riders enjoying the countryside. Vehicles naturally have to restrict their speed without being told what to do.

- How many speed related accidents are there on record for this lane? Personally in 40 years I have not heard of or witnessed one.

- Have there been any requests for speed control in this lane? If there have been no requests or complaints why spend money in face of local opposition - particularly in times of national austerity. (I suggest it could be redirected to another department to deal with the appalling 5" potholes in the lane we all suffered last winter)

- 40 mile limit may actually encourage young people to drive faster than they would if left to their own judgement - agricultural traffic, which is frequent, is much slower.

Ref 3 - Baddesley Clinton

Objection (4)

• There is no 'substantial' development along Netherwood lane, and the lane is long and straight without bends or junctions until it meets Rising lane.

• This proposal in my opinion would be an unwarranted total waste of resources for this single track lane and enforcement would be another call on Police finances.

• This is a lane of natural beauty enjoyed by many people and it is very sad to think that yet more of natural countryside may be littered with inappropriate and unnecessary road signs. Please consider this point carefully.

Ralph Smyth from 'the campaign to protect rural England' called for less clutter in the countryside. We need to protect not clutter our rural country lanes.

Please confirm you have received this letter recording my objections to the proposed speed limit changes. Thank you for your consideration.

Yours sincerely



Dear Madam

12 September 2014

**Proposed 40mph speed limit Arbourtree Lane and Netherwood Lane, Chadwick End**

*Netherwood Lane/Arbourtree Lane is a single track road over a mile long, with passing spaces and no pavements, at times no more than 9ft wide used by children, pedestrians, dogs walkers, horse riders, cyclists, heavy farm traffic and motorists including HGVs despite Solihull MBC blue restriction notices, which unfortunately crosses administration boundaries and changes road names. It has some 16 houses, only 3 of which are in Warwick so most people affected live in Solihull MDC. (Ignores Netherwood Lane in Village)*

Further to your notification of these proposed changes I wish to Object to these proposed changes on the grounds of

- 1 They are unnecessary and unenforceable
- 2 Cost
- 3 Pollution of the Green belt with unnecessary signage
- 4 Safety encouraging faster speeds than present

**1 Unnecessary & unenforceable** -- as a resident and user of these roads for over 40 years speeds in excess of 40mph are practically impossible. Traffic rarely travels in excess of 40 mph. As it is unlikely you will station monitoring devices the limit will be unenforceable. It appears as a bureaucratic decision with no local knowledge of the road usage.

Solihull MBC have blue signs already erected warning of the unsuitability of the road for large vehicle, in the past few weeks we have had 5 large coaches going to Baddesley Clinton, and whilst writing this letter 4 commercial vehicles over 3 tonnes have passed my house ignoring the blue signs. Warwick Council has no signage at their end of the road; this should be installed.

**2 Cost** - in these constrained times, finance should be applied supplying signs indicating that Heavy Traffic is banned. May I suggest, if you need to spend this money the road then it is, a "Single Track Road with passing spaces" sign and the road suitably painted to enforce this declaration?

**3 Green Belt Pollution** - my understanding is that 40 mph limits require repeater signs at regular intervals. These signs will pollute the countryside. In addition they will restrict the verges for cutting of verges and hedges, ditch cleaning, traffic passing and tractor movements; they will also be a danger to horse riders on the verges and cars and commercial vehicles trying to pass each other.

**4 Safety** - the erection of speed signs has the effect of signifying that this is the recommended safe speed to travel and speeds will therefore increase. These narrow lanes do not have a consistent safe speed; speed is conditional on road usage and weather conditions.

Your action would not only increase traffic usage but also speeds and the risk to other road users, but unfortunately not reduce the speeds of the "macho" speeders on their bicycles, who use the road as a race track with no thoughts of the safety of horses, dogs and pedestrians.

Baddesley Clinton National Trust should also be requested to supply Brown signs from Knowle indicating the route to the House not using Netherwood/Arbourtree Lane

Ref 3 - Baddesley Clinton  
Objection (5)