

**Proposed decision to be taken by the
Portfolio Holder for Transport and Planning
on or after 24th October 2014**

Proposed Speed Limits

- I. Rouncil Lane and Woodcote Lane, Kenilworth**
- II. Halloughton Grange Lane and Birmingham Road**
- III. Various roads around Baddesley Clinton**

Recommendations

- 1) That the proposed speed limits for Rouncil Lane and Woodcote Lane, Kenilworth be considered and implemented as shown in Appendix A.
- 2) That the proposed speed limits for Halloughton Grange Lane and Birmingham Road be considered and implemented as shown in Appendix A.
- 3) That the proposed speed limits for the various roads around Baddesley Clinton be considered and implemented, with the removal of the 40mph speed limit along Netherwood Lane as shown in Appendix A.

1.0 Introduction

- 1.1 Changes to the speed limits in Rouncil Lane, Woodcote Lane, Halloughton Grange Lane, Birmingham Road, Rising Lane, Baddesley Clinton, Five Ways Kingswood, Lapworth, have been proposed. These proposals have been advertised as shown in Appendix B and this report considers the objections received.

2.0 Background information

- 2.1 In 2007, a new Speed Management Strategy was approved by the County Council as a result of the Speed Limit Circular 01/2006 issued by the Department for Transport (DfT). This has subsequently been superseded by Circular 01/2013. This covers three key area: Education; Engineering; and Enforcement. The setting of speed limits is a key element of this strategy.

2.2 The DfT Circular 01/2013 advises that the following criteria is applied when setting speed limits:

- (i) Analysing the existing speed data to identify the mean speed of drivers;
- (ii) To consider the environment and nature of the road; and
- (iii) To consider any relevant injury accident data.

2.3 The DfT Circular 01/2013 places great emphasis on community concerns, and refers to the environmental impact of traffic and the level of public anxiety.

3.0 Consultation

3.1 Consultation has been carried out with the Local Members, Town Council, Parish Councils, Warwickshire Police, Emergency Services, Road Haulage Association and other statutory consultees.

3.2 Legal notices advertising the proposed speed limits were placed in the local newspapers on the 21st August 2014. Notices were also placed on street, and on the Warwickshire Web pages, advertising the Orders. Letters were hand delivered to businesses and residents in the area.

4.0 Objections

4.1 The following objections were received.

Ref 1 – Rouncil Lane, Woodcote Lane, Leek Wootton / Kenilworth

Various roads as listed in Appendix A

Proposed Speed Limits – 30mph, 40mph and 50mph

Support

Warwickshire Police are fully supportive of these proposals.

County Councillors Mrs Compton and Cockburn are both supportive of these proposals.

Leek Wootton & Guys Cliffe Parish Council are fully supportive of these proposals.

A local resident has written in support of these proposals.

Objections

Objection (1)

Kenilworth Town Council Members fully support the measures but have raised concerns to the proposed 50 mph speed limit along Rouncil Lane and the bridleways

that cross it. Kenilworth Town Council believes that the speed limit should be reduced to 40 mph to slow traffic where vulnerable road users, such as horse riders and cyclists are present.

Response

Warwickshire County Council's policy on the setting of rural speed limits follows the guidance issued by The Department for Transport in Circular 1/2013. This document sets out the criteria to be used when assessing the suitability of a route for a lower speed limit. Information relating to the environment, accident statistics and the mean speed of traffic using the route, are the most important factors to consider. In this location an assessment of these factors has been carried out and it is considered appropriate to implement a 50 mph limit.

As part of this proposal, Warwickshire County Council will review the road signs in the vicinity of the bridleways to assist horse riders and motorists.

Objection (2)

A local resident of Rouncil Lane has objected to the proposed 30mph, 40mph and 50mph speed limit on the following grounds:-

Where I agree with extending the 30mph limit (in fact I do not understand why the 30mph limit is not limited as far as Woodcote Lane, the reduced limit of 50 mph further out towards Beausale does not make sense for the following reasons.

1. The speed limit on this road is somewhat less than 60mph and sensible road users will reduce their speed accordingly, less sensible road users will speed along this section regardless of any official limitations, the net result in speed reduction will be zero.
2. Additional signage will be an eyesore
3. Cost is not justified, can you furnish accident figures prior to the proposal and what you expect after the speed limitation.
4. Is this a box ticking exercise?

Response

Warwickshire County Council's policy on the setting of rural speed limits, follows the guidance issued by The Department for Transport in Circular 1/2013. This document sets out the criteria to be used when assessing the suitability of a route for a lower speed limit. Information relating to the environment, accident statistics and the mean speed of traffic using the route, are the most important factors to consider. Rouncil Lane and Woodcote Lane have been assessed against this criteria.

The current mean speed on Woodcote Lane is 37mph and the current mean speed on Rouncil Lane (to its junction with Woodcote Lane) is 41mph and a 40mph limit is appropriate for this section of road as advertised.

Speed data received for the remaining proposed section of Rouncil Lane supports a 50mph speed limit.

Any signs that will be required will be kept to the absolute minimum to address the community concerns relating to sign clutter.

Community representatives including the local County Councillors have expressed their concerns over the speed of traffic in the area, and have identified these speed limit changes as one of their priority schemes for the year through the delegated budgets process.

Recommendation

It is recommended that the 30mph, 40mph and 50mph speed limits are implemented as advertised.

It is also recommended that Warwickshire County Council review the road signs in the vicinity of the bridleways to assist horse riders and motorists.

Ref 2 - Halloughton Grange Lane and Birmingham Road, Nether Whitacre

Various roads as listed in Appendix A

Proposed Speed Limits – 40mph and 50 mph

Support

Warwickshire Police are fully supportive of these proposals.

County Councillor Mrs Lea is supportive of these proposals.

Nether Whitacre Parish Council is fully supportive of these proposals.

Objection

Objection (1)

Lea Marston Parish Council has objected to the 40 / 50 mph speed limit proposals, and would like the proposed 50mph along Birmingham Road to be further reduced to 40mph for the following reasons:

1. This length of road is part of the North Warwickshire Cycle Route and is used by a considerable number of cyclists of all ages throughout the week and particularly at weekends. Many vehicles using this road do not afford a safe distance when passing and approaching cyclists and it is our view that a speed - limit of 50 mph presents a significant danger to these cyclists.

2. The length of road is used by horse riders who commonly ride two abreast while travelling two and from local bridal paths and two stable yards that are located at

both ends of the Birmingham Road. Horse drawn vehicles are also driven along this stretch of road.

3. There are blind vehicle entrances and exits onto the Ladywalk Nature Reserve car park and three field gates along this stretch of road all of which are in regular use by slow moving vehicles and farm machinery. Again we consider that a speed limit of 50 mph is too fast to approach these slow moving vehicles as the pull onto the Birmingham Road.

4. There is a left and right hand bend sequence in the road as it approaches the railway line bridge in Lea Marston when approaching from Whitacre that is too tight to safely drive through at 50 mph. It has been the scene of numerous single vehicle accidents over the years as vehicles are driven into the hedgerow. Vehicle debris are there to see and this risk is exasperated in wet weather as the road surface is often muddy and wet. I have just driven this length of road and there is no signage warning of the bend sequence in either direction.

Response

Warwickshire County Council's policy on the setting of rural speed limits follows the guidance issued by The Department for Transport in Circular 1/2013. This document sets out the criteria to be used when assessing the suitability of a route for a lower speed limit. Information relating to the environment, accident statistics and the mean speed of traffic using the route, are the most important factors to consider. As part of the assessment, the use of the road by cyclists, horse riders and other vulnerable road users has been considered. This section of Birmingham Road is similar to other rural roads in its nature and commonly has this type of activity taking place.

Birmingham Road has been assessed against this criteria and a 50 mph limit is appropriate for this section of road.

As part of this proposal, Warwickshire County Council will review the road signs in the vicinity of the bridge to assist all road users.

Recommendation

It is recommended that the 40mph and 50mph speed limits are implemented as advertised. It is also recommended that Warwickshire County Council review the road signs in the vicinity of the bridge to assist all road users.

Ref 3 - Baddesley Clinton, Five Ways Kingswood and, Lapworth

Various roads as listed in Appendix A

Proposed Speed Limits – 30 and 40mph speed limit

Support

County Councillor Mrs Compton is supportive of these proposals.

Lapworth, Shrewley, Baddesley Clinton and Rowington Parish Council are fully supportive of these proposals.

A local resident has written in support of these proposals.

Objections

Objection (1)

Warwickshire Police have objected to the proposed 40mph speed limit proposal on the following grounds:-

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 wellbeing in their local communities and when using the roads.

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 road, 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.

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.

Response

The Police have now reviewed the speed data which has been taken as part of these proposals and now support the proposed 40mph, however the Police have raised concerns that although the speed data supports the proposed speed limit the environment has a very rural aspect and not necessarily indicative of what drivers would expect a 40 mph speed limit to look like and as a result enforcement of the proposed 40mph would not be a priority to be carried out by the Police, however 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.

Objection (2)

A local resident of Chessetts Wood Road has objected to the proposed 40mph speed limit on the following grounds:-

Proposal to apply a 40mph speed restriction in Chessetts Wood Road and Rising Lane, Lapworth – Both roads are residential and used by pedestrians, cyclists and horse riders. Chessetts Wood Road is a fairly straight road and vehicles drive along this road at high speeds. Without pedestrian footpaths or street lighting this makes it dangerous for pedestrians, I can consider that if a speed restriction is applied in these two roads, it should be a 30mph. This would be consistent with residential roads elsewhere and would improve road safety for pedestrians and other road users. Without street lighting and pedestrian footpaths these roads are currently hazardous for pedestrians.

Response

Warwickshire County Council's policy on the setting of rural speed limits follows the guidance issued by The Department for Transport in Circular 1/2013. This document sets out the criteria to be used when assessing the suitability of a route for a lower speed limit. Information relating to the environment, accident statistics and the mean speed of traffic using the route, are the most important factors to consider. Chessetts Wood Road and Rising Lane have been assessed against these criteria and a 40 mph limit is appropriate for these roads.

Objection (3)

A local resident of Netherwood Lane has objected to the proposed 40mph speed limit on the following grounds:-

We have been residents in Netherwood Lane for over 13 years and we have become extremely irritated by the ongoing increase 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 this is unnecessary as few vehicles travel along this road and rarely at excessive and dangerous speeds as the lane is narrow. 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 we have lived here we have never had any near misses let alone collisions.

Warwickshire County Council are keen to protect the green belt but the huge number of signs of various types that have been erected make a mockery of this policy.

Objection (4)

A local resident of Netherwood Lane has objected to the proposed 40mph speed limit on the following grounds:-

This is a single track lane used by many walkers and horse riders.

How many speed related accidents are there on record for this lane? Have there been requests for speed control in this lane, if not why spend money in face of local opposition. I suggest using this money to deal with the potholes.

A 40mph speed limit may actually encourage people to drive faster.

There is no substantial development along this lane and the road is straight and narrow with no junctions until it meets Rising Lane.

The countryside would become littered with inappropriate and unnecessary signs.

Objection (5)

A local resident of Netherwood Lane has objected to the proposed 40mph speed limit on the following grounds:-

Netherwood Lane is a single track road with passing places and no pavements, used by children, pedestrians, dog walkers, horse riders, cyclists, heavy farm traffic and motorists including HGV's.

I wish to object to the proposal 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

Full details of the above can be found in the attached objection.

Response to Objection 3, 4 & 5

At the time of advertising the 40mph speed limit proposals, Warwickshire County Council's neighbouring authority Solihull MBC were also proposing to introduce a 40mph speed limit on Netherwood Lane and working in partnership it was agreed that the 40mph speed limit would extend the full length of this road. We have been advised that during the advertising of this order, Solihull MBC received a number of

objections from local residents and Solihull MBC have now removed Netherwood Lane from its proposals.

The proposed 40mph speed limit along Netherwood Lane has now been removed from Warwickshire County Council's proposals.

Recommendation

It is recommended that the 30mph, 40mph and 50mph speed limits are implemented as advertised with the exception of Netherwood Lane where the 40mph is removed from this proposed order.

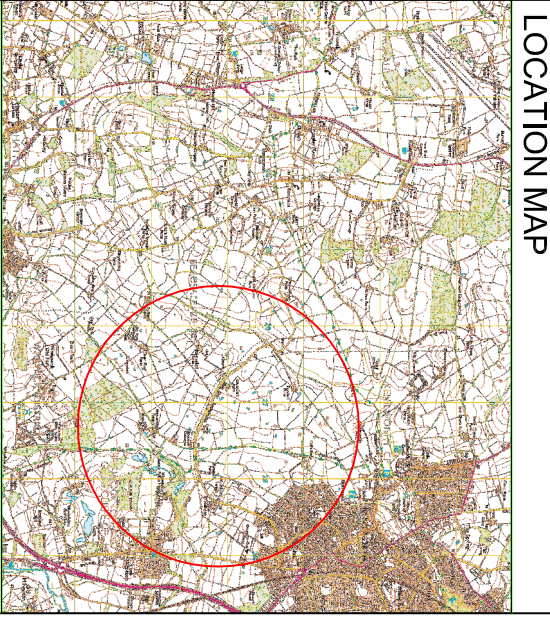
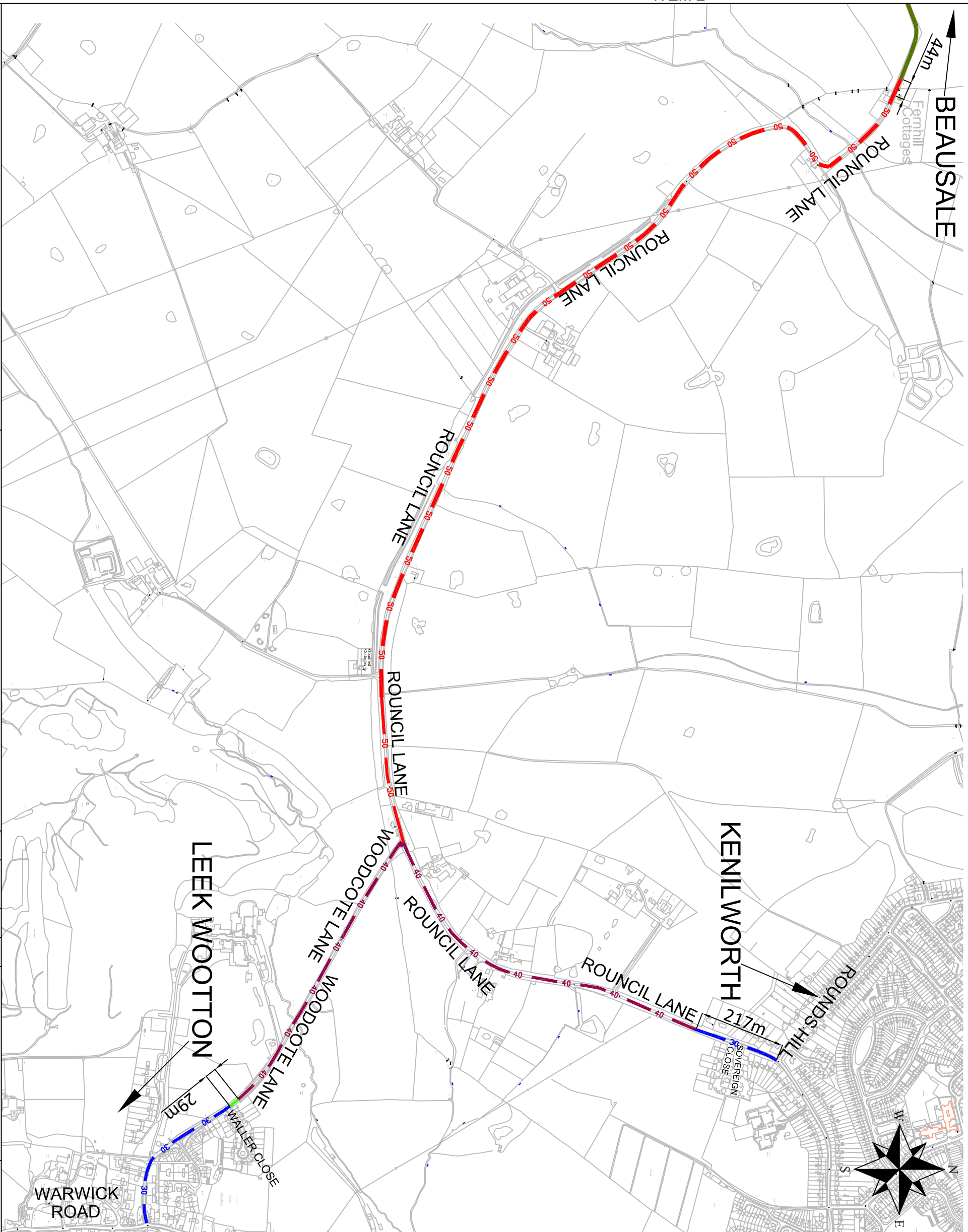
5.0 Financial Implications

5.1 All works associated with this proposed speed limit will be carried out from within 2014/15 approved budgets.

6.0 Background Papers

6.1 Letters of objection

	Name	Contact Information
Report Author	Debbie Poynton	debbiepoynton@warwickshire.gov.uk Tel: 01926 412076
Head of Service	Graeme Fitton	
Strategic Director	Monica Fogarty	
Portfolio Holder	Cllr Peter Butlin	



NOTES

- 1/ ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.
- 2/ THE CONTRACTOR IS RESPONSIBLE FOR LOCATING IDENTIFYING, AND SUBSEQUENTLY PROTECTING ANY EXISTING STATUTORY UNDERTAKERS SERVICES.
- 3/ THIS DRAWINGS IS TO BE READ IN CONNECTION WITH ALL OTHER SCHEME DRAWINGS.
- 4/ EXISTING CARRIAGEWAY, FOOTWAY, AND VERGE AFFECTED BY THE WORKS TO BE REINSTATED.
- 5/ WHERE NECESSARY SERVICE COVERS AFFECTED BY THE WORKS SHALL BE ADJUSTED TO SUIT REVISED SURFACE LEVELS.
- 6/ ALL EXISTING SIGNS TO BE CLEANED THROUGHOUT THE SECTION CONCERNED.
- 7/ IT IS THE CONTRACTORS RESPONSIBILITY TO INVITE THE DESIGNER TO A JOINT SITE VISIT TO MARK UP THE SCHEME.

KEY

	50	PROPOSED 50MPH
	40	PROPOSED 40MPH
	30	PROPOSED 30MPH
	30	EXISTING 30MPH
		EXISTING NATIONAL SPEED LIMIT (60MPH)

NOTES

H:\RSE\engineering\shakil\2014-2015\Leek-wootton-kenilworth SL\Leek-wootton-kenilworth-consultation-plan.dwg
 Based on Ordnance Survey mapping with the permission of the Controller of HMSO
 © Crown Copyright and database right 2011. Ordnance Survey 100019820.
 All rights reserved.
 Unauthorised reproduction infringes copyright and may lead to prosecution or civil proceedings.
 Warwickshire County Council.

REV	DATE	BY	CHK	AMENDMENT
-	-/-/-	-	-	-
-	-/-/-	-	-	-
-	-/-/-	-	-	-
-	-/-/-	-	-	-

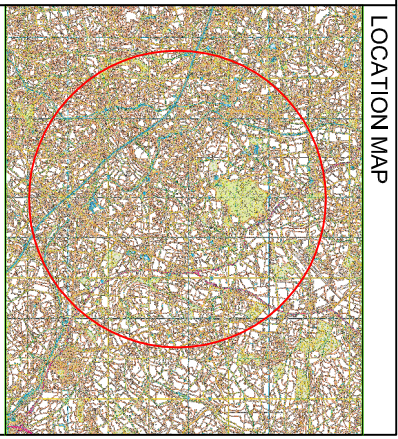
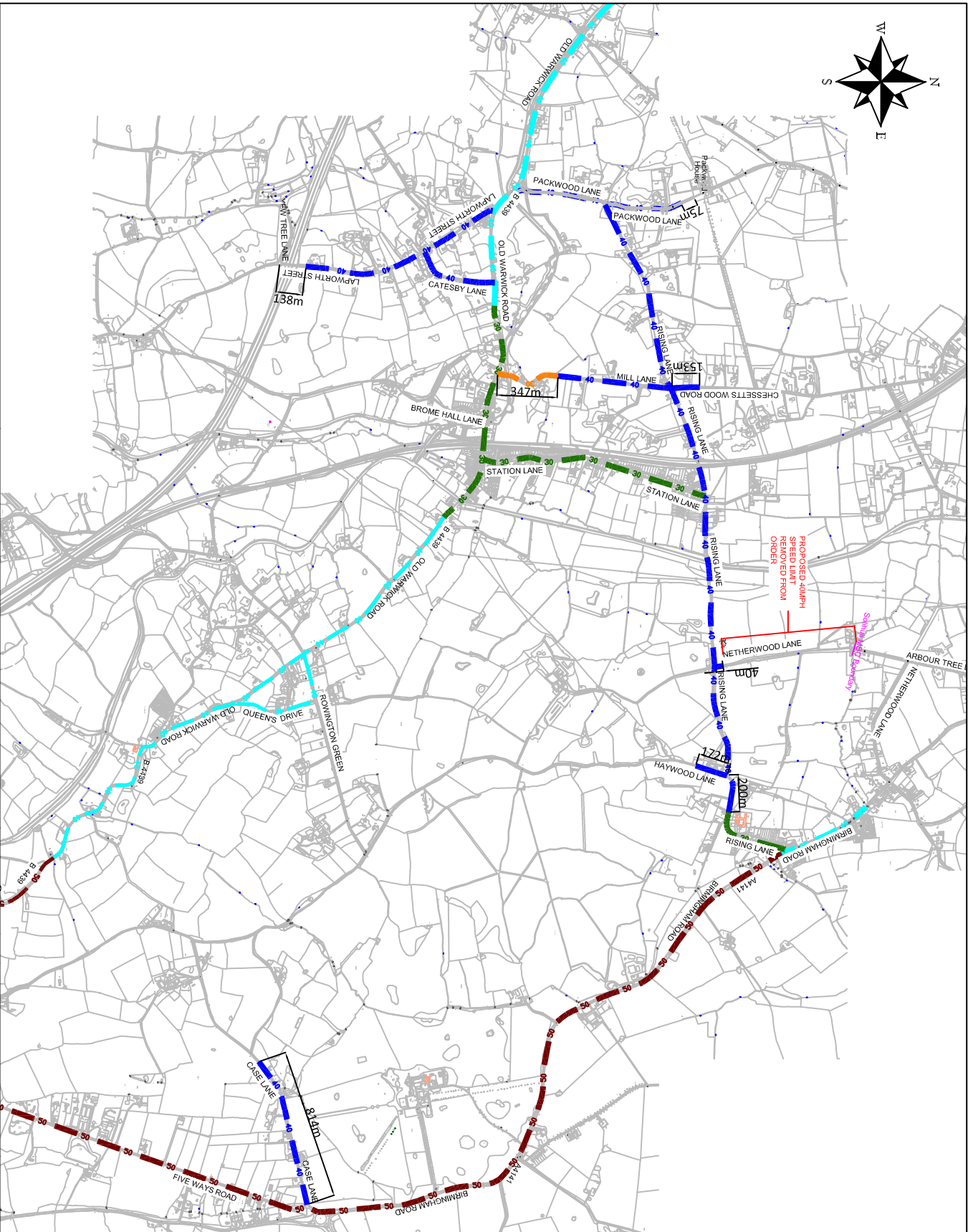
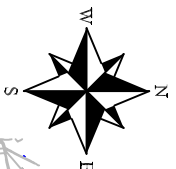
Drawing title

PROPOSED 40/50MPH LEEK WOOTTON / BEAUSALE KENILWORTH WARWICKSHIRE	
Project title	Leek Wootton/Beausale/Kenilworth proposed 40/50MPH SL
Drawn by	SY
Checked by	GVS
Date	17 JULY 2014
Scale	NTS @ A3_L
Drawing number	TR/9308

**Warwickshire
County Council**

PO Box 43, Shire Hall
 Warwick, CV34 4SX
 Tel: (01926) 410410
 Fax: (01926) 491665
www.warwickshire.gov.uk
mailto:communities@warwickshire.gov.uk

COMMUNITIES
 Monica Fogarty
 Strategic Director for Communities
 Graeme Fitton BSc, MSc, C.Eng, MICE,
 Head of Transport for Warwickshire



- NOTES**
- 1/ ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.
 - 2/ THE CONTRACTOR IS RESPONSIBLE FOR LOCATING IDENTIFYING AND SUBSEQUENTLY PROTECTING ANY EXISTING STATUTORY UNDER/MAKERS SERVICES.
 - 3/ THIS DRAWINGS IS TO BE READ IN CONNECTION WITH ALL OTHER SCHEME DRAWINGS.
 - 4/ EXISTING CARRIAGEWAY, FOOTWAY AND VERGE AFFECTED BY THE WORKS TO BE REINSTATED.
 - 5/ WHERE NECESSARY SERVICE COVERS AFFECTED BY SURFACE LEVELS.
 - 6/ ALL EXISTING SIGNS TO BE CLEANED THROUGHOUT THE SECTION CONCERNED.
 - 7/ IT IS THE CONTRACTORS RESPONSIBILITY TO INVITE THE DESIGNER TO A JOINT SITE VISIT TO MARK UP THE SCHEME.
- KEY**
- | | | | |
|--|----|--|----------------|
| | 40 | | PROPOSED 40MPH |
| | 30 | | PROPOSED 30MPH |
| | 50 | | EXISTING 50MPH |
| | 40 | | EXISTING 40MPH |
| | 30 | | EXISTING 30MPH |

Warwickshire County Council

PO Box 43, Shipcote Mill
Warwick, CV94 4SX
T: 01926 410410
F: 01926 491665
www.warwickshire.gov.uk
mail@warwickshire.gov.uk

COMMUNITIES

Monica Fogarty
Strategic Director for Communities
Graeme Filton BSc., MSc., C. Eng., MICE
Head of Transport for Warwickshire

NOTES

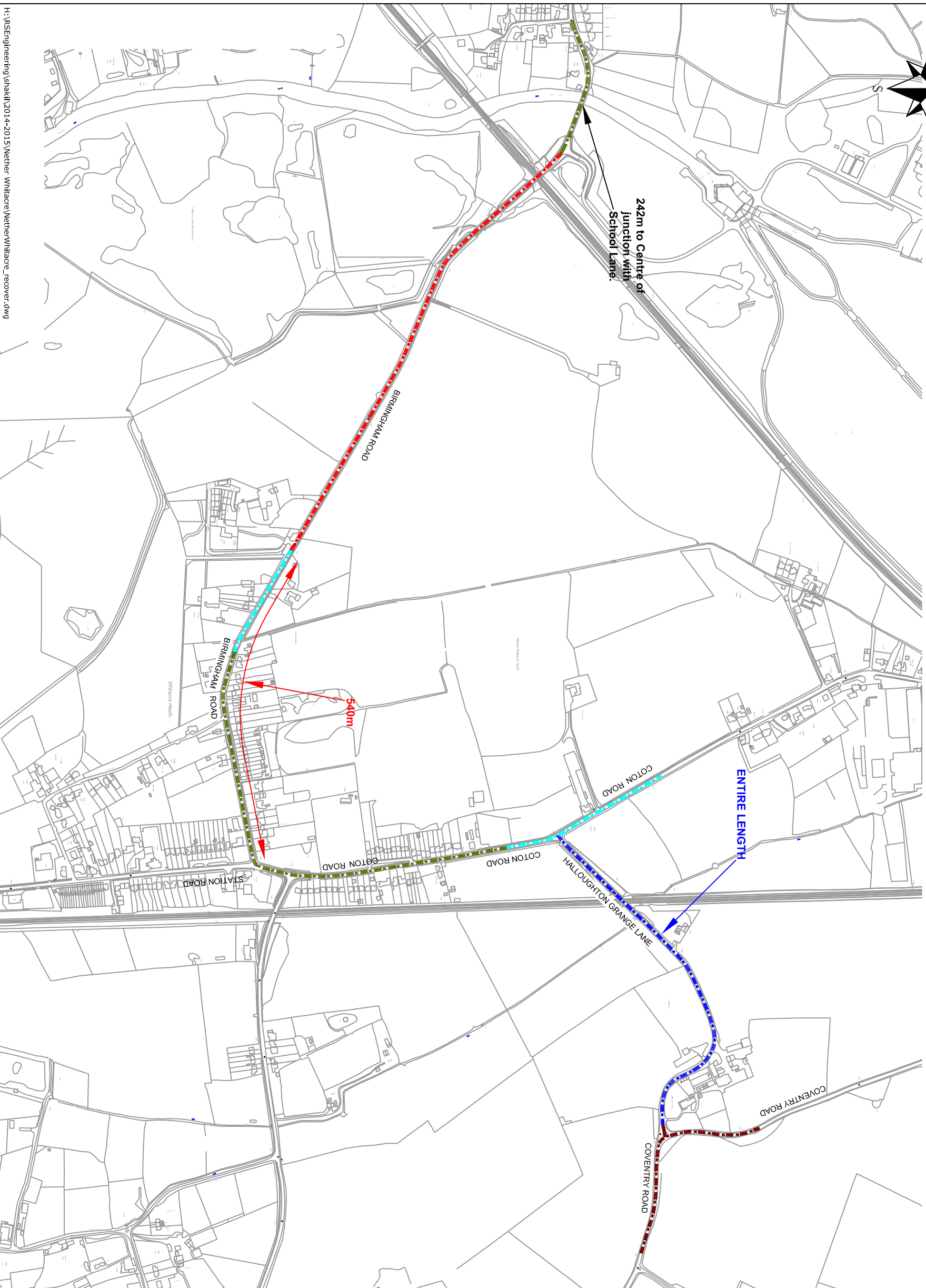
H:\RS\Engineering\proj\12014-2015\Baddesley Clinton 1_Lapworth\Baddesley Clinton & Lapworth.dwg
Based on Ordnance Survey mapping with the permission of the Controller of HMSO
© Crown Copyright and database right 2011. Ordnance Survey 100019520
All rights reserved.
Unauthorized reproduction infringes copyright and may lead to prosecution or civil proceedings.
12/07/2014 15:50:31

REV	DATE	BY	CHK	AMENDMENT
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-

Drawing title
**PROPOSED 30/40 MPH
SPEED LIMITS - BADDESLEY CLINTON
FIVE WAYS, KINGSWOOD
LAPWORTH, WARWICKSHIRE**

Project title
PROPOSED 30/40 MPH

Drawn by **SY** Checked by **GS**
Date **17 JULY 2014**
Scale **NTS @ A3_L**
Drawing number **RS/BL001**



NOTES

- 1/ ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.
- 2/ THE CONTRACTOR IS RESPONSIBLE FOR LOCATING IDENTIFYING, AND SUBSEQUENTLY PROTECTING ANY EXISTING STATUTORY UNDERTAKERS SERVICES.
- 3/ THIS DRAWINGS IS TO BE READ IN CONNECTION WITH ALL OTHER SCHEME DRAWINGS.
- 4/ EXISTING CARRIAGEWAY, FOOTWAY, AND VERGE AFFECTED BY THE WORKS TO BE REINSTATED.
- 5/ WHERE NECESSARY SERVICE COVERS AFFECTED BY THE WORKS SHALL BE ADJUSTED TO SUIT REVISED SURFACE LEVELS.
- 6/ ALL EXISTING SIGNS TO BE CLEANED THROUGHOUT THE SECTION CONCERNED.
- 7/ IT IS THE CONTRACTORS RESPONSIBILITY TO INVITE THE DESIGNER TO A JOINT SITE VISIT TO MARK UP THE SCHEME.

KEY

	40	Proposed 40mph speed limit
	50	Proposed 50mph speed limit
	30	Existing 30mph speed limit
	40	Existing 40mph speed limit
	50	Existing 50mph speed limit

NOTES

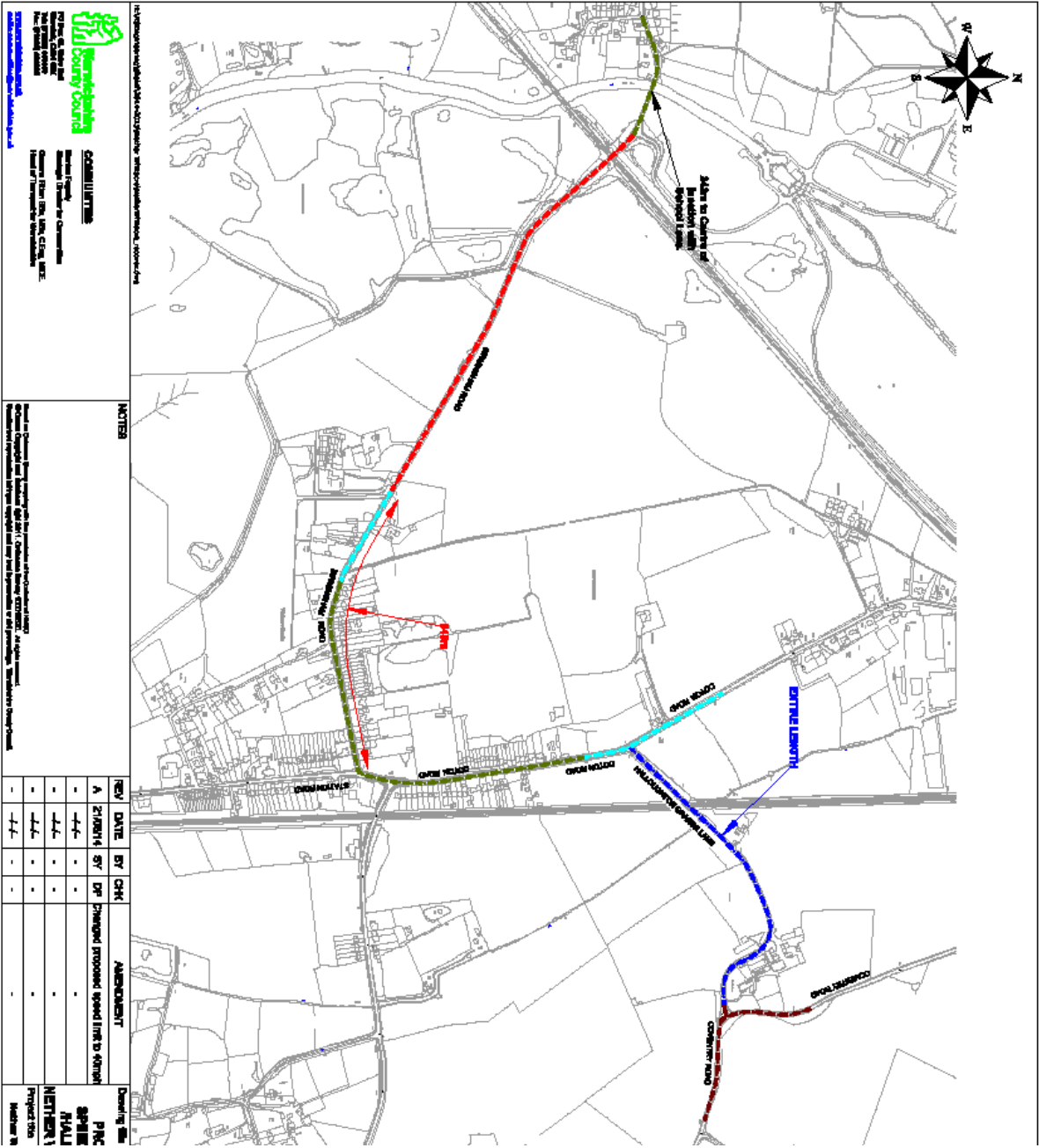
H:\RSEngineering\shakir\2014-2015\Nether_Whitacre\NetherWhitacre_recover.dwg

Warwickshire County Council
 COMMUNITIES
 Monica Fogarty
 Strategic Director for Communities
 Graeme Fitton BSc, MSc, C.Eng, MICE
 Head of Transport for Warwickshire

PO Box 43, Shire Hall
 Warwick, CV34 4SX
 Tel: (01926) 410410
 Fax: (01926) 491665
 www.warwickshire.gov.uk
 mailto:communities@warwickshire.gov.uk

REV	DATE	BY	CHK	AMENDMENT
A	21/05/14	SY	DP	Changed proposed speed limit to 40mph
-	-/-/-	-	-	-
-	-/-/-	-	-	-
-	-/-/-	-	-	-

Drawing title		Drawn by	Checked by
PROPOSED 40MPH/50MPH SPEED LIMIT, BIRMINGHAM RD /HALLOUGHTON GRANGE LN NETHER WHITACRE, WARWICKSHIRE		SY	DP
Project title		Date	Scale
Nether Whitacre proposed 40mph/50mph		May 2014	NTS @ A3_L
		Drawing number	
			TR/9215



Green Country Council
 100 Main Street
 Invercargill 9800
 Phone: 03 548 2200
 Fax: 03 548 2201
 Email: info@greencountry.govt.nz
 Website: www.greencountry.govt.nz

COMMUNITY ENGINEER
 Name: [Redacted]
 Title: [Redacted]
 Date: [Redacted]

NOTES

1. This plan shows the proposed road layout for the project. The road layout is subject to the final design and construction. The road layout is subject to the final design and construction. The road layout is subject to the final design and construction.

REV	DATE	BY	CHK	APPROVAL
A	27/08/14	SV	DP	Changed proposed speed limit to 40km/h
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-

Drawing Title: **P102**
 Project Name: **WINDMILL**
 Revision: **1**



COMMITTEES
 Planning Committee
 Planning Sub-Committee
 Planning Sub-Committee
 Planning Sub-Committee
 Planning Sub-Committee

NOTES
 1) This document is a preliminary plan and is subject to change without notice. It is not a final plan and should not be used for any purpose other than for information only.
 2) The plan is based on the current Ordnance Survey map data and is not intended to be a definitive plan.
 3) The plan is subject to the approval of the Planning Committee and the Planning Sub-Committee.

REV	DATE	BY	CHK	AMENDMENT	Drawn by
-	-	-	-	-	M
-	-	-	-	-	SPRIND LI
-	-	-	-	-	FM
-	-	-	-	-	LANN
-	-	-	-	-	PR

