

Decision Record – Proposed 40 mph Speed Limits – B4632 Campden/Main Road and Station Road, Lower Quinton

Cabinet Portfolio Holder taking the decision	Cllr Jeff Clarke Transport and Planning
Date of Decision (not before: 14 September 2018)	17/09/2018

Decision Taken

That the Portfolio Holder for Transport and Planning approves the introduction of the reduced speed limits to 40 mph on B4632 Campden Road, Main Road and Station Road, Lower Quinton, by making the following Orders as advertised:-

- The Warwickshire County Council (B4632 Campden Road, Main Road & Station Road, Meon Vale / Lower Quinton) (40 mph Speed Limit) Order 2018; and
- The Warwickshire County Council (Various Roads, District of Stratford on Avon) (Speed Limit) (Variation) Order 2018.

Reasons for Decisions

The approval of the Portfolio Holder is required when objections have been received to traffic orders.

Background Information

As part of the Safer Routes to Schools programme it is proposed to reduce the speed limits on the above roads to 40 mph. The village of Lower Quinton and the new development at Meon Vale are severed by the B4632 Campden Road. The road is currently subject to a 50 mph speed limit, and there is a very narrow footway on the western side of the road. No suitable crossing points for pedestrians are currently provided. This reduction in speed limits is part of a larger scheme to facilitate pedestrian movements between the two settlements in greater safety.

The following roads are included in this proposal for reduced speed limits:

- (i) Station Road- It is proposed to reduce the existing speed limit of 50 mph on part Station Road to 40 mph, from its junction with the B4632 Campden Road, in a north-westerly direction for 923 metres. A new development is under construction in this area, with access onto Station Road for vehicles and pedestrians. The reduction to 40 mph is to assist in the safe passage of motorists and vulnerable road users in this area.
- (ii) B4632 Campden Road - It is proposed to reduce the existing 50 mph speed limit on Campden Road to 40 mph, from a point 67 metres south of its junction with Chatham Road/Wellington Avenue, un a northerly direction to a point 213 metres north of its junction with Station Road to enable drivers to understand the need to be more cautious where pedestrians, cyclists and other road users are travelling between the settlements of Meon Vale and Lower Quinton.
- (iii) Main Road Lower Quinton - It is proposed to reduce the existing 60 mph speed limit on Main Road Lower Quinton to 40 mph. This is a short section of road leading into the village of Lower Quinton extending from the B4632 Campden Road, in an easterly direction for 271 metres. Pedestrian movements between the village of Lower Quinton and the new development of Meon Vale are commonplace.

Meon Vale development has a number of local attractions, such as shopping, community centre and playing fields. There is a need to provide a safer environment between the two settlements for people accessing the school and medical centre (currently situated at Lower Quinton), and local amenities at Meon Vale.

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 Circular was subsequently superseded by Circular 01/2013. The Circular covers three key areas: Education; Engineering; and Enforcement. The setting of speed limits is a key element of this strategy.

The DfT Circular 01/2013 advises that the following criteria are 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.

Speed surveys have been conducted on all roads identified above. These surveys recorded the following speed of traffic.

Road	Mean (average) Speed (mph)
Station Road	SE 35.7 NW 35.8
(i) B4632 Campden Road	NB 20.3 SB 30.8
(ii) B4632 Campden Road (at proposed gateway)	NB 48.1 SB 45.0
(iii) Main Road Lower Quinton	EB 25.6 WB 19.3

For single carriageway rural roads, consideration of collisions history, road function, mix of road users including the presence of vulnerable road users, road geometry, engineering and environment, and actual traffic speeds should enable the determination of appropriate speed limits.

A 40mph speed limit should be considered where there are many bends, junctions or accesses, substantial development, a strong environmental or landscape reason, or where there are a considerable number of vulnerable road users.

The roads proposed for a 40mph speed limit (as above) have a mix of new and existing junctions, and a considerable number of vulnerable road users moving between the two settlements of Meon Vale and Lower Quinton. Traffic speeds have been recorded in compliance with the proposed 40mph speed limit, in all cases except for the more rural section of Campden Road. Additional engineering measures will be introduced in this location to manage traffic speed.

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. The matters that the Council must take into consideration when making a decision upon making such an order are set out in Appendix C annexed.

A formal public consultation was conducted between 21 June and 13 July 2018. Notices were displayed on street, published in a local newspaper (Stratford Observer) and statutory consultees were sent letters with a copy of the notice. One formal objection was received relating to these proposals.

Warwickshire Police formally objected to part of these proposals. They are supportive of the reduction in speed limits on Station Road and Main Road Lower Quinton, but have raised an objection in relation to the B4632 Campden Road as follows:-

“When considering the B4632 Campden Road Northbound traffic approaching from the Meon Vale roundabout junction, it can be seen in the speed survey data and when observing traffic at the location that the junction topography is having a positive effect on vehicle speeds and the data suggests that the proposed 40mph could be suitable. However when considering the southbound traffic the speed survey data and my observations at the site show that the intended 40mph would not be suitable. Also at the northbound scheme entry point, the effect of the roundabout junction on northbound traffic is also shown to have dissipated with mean speeds close to 50mph being recorded during the day. I am aware that the scheme needs to be considered as a whole and that the intentions of the scheme are to protect road users from harm and the fear of harm, values strongly supported by Warwickshire and West Mercia Police.

Through the consultation with yourself, I am aware that the scheme intention was to augment the gateway feature for southbound traffic with lining, dragon's teeth for example. But as I discussed with you it is my opinion that we need to ensure there are sufficient suitable engineering measures in place that will effect a significant change in driver behaviour. I am keen to continue to work with you to look at engineering control measures that could be employed that could be reasonably expected to achieve your goal. At present with the data, observations and evidence, without further engineering intervention, the intended reduction in speed limit does not meet the requirements of the foundation documents both organisations use as a basis for these introductions”.

Response

The measures proposed by officers to reinforce the speed limits will include additional speed limit repeater signing and road markings to remind drivers of the lowered speed limit. The additional engineering measures suggested by the police are not feasible and the justification is to a degree based on observation and judgement. In the opinion of your officers, the measures proposed will be sufficient for the speed limits to be self-enforcing. However, monitoring of the speed limit to determine its effectiveness will also be carried out.

Financial Implications

The cost for these proposed speed limit reductions is to be funded through contributions from Cllrs Brain and Seccombe from their delegated budgets allocation, at an approximate cost of £25,000. Other improvements in the area to provide enhanced footway provisions will be funded through the Safer Routes to School capital budget allocations in due course.

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Joint Managing Director	Monica Fogarty
Portfolio Holder	Councillor Jeff Clarke

Checklist

Urgent matter?	No
Confidential or Exempt? (State the category of exempt information)	No
Is the decision contrary to the budget and policy framework?	No

List of Reports considered

Link to published proposed decision report:

<https://democratic.warwickshire.gov.uk/cm5/Calendarofmeetings/tabid/73/ctl/ViewMeetingPublic/mid/410/Meeting/4404/Committee/593/Default.aspx>

List of Background Papers

None

Members and officers consulted or informed

Portfolio Holder – Councillor Jeff Clarke
 Corporate Board
 Legal – Ian Marriott
 Finance – Vicki Barnard
 Equality – Clare Bonnet
 Democratic Services – Paul Williams

Local Member(s): Councillor Mike Brain
 Other members: Councillor Mrs Isobel Seccombe