

## **Proposed Decision to be taken by the Portfolio Holder for Transport and Planning on or after 14 September 2018**

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

#### **Recommendation**

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;

#### **1.0 Key Issues**

- 1.1 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.

#### **2.0 Proposals**

- 2.1 The following roads are included in this proposal for reduced speed limits:  
Shown in **Appendix A**
- (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.

2.2 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.

2.3 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.

2.4 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
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.

- 2.5 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.

### 3.0 Consultation

- 3.1 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 has been received relating to these proposals as detailed below – **Appendix B**.

### 4.0 Objection

- 4.1 Warwickshire Police has 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.*

## **4.2 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.

## **5.0 Support**

County Councillor Mrs Seccombe as the locally elected Member is in full support of these proposals. Cllr Mike Brain also fully supports these proposals.

## **6.0 Finance**

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.

## **7.0 Timescales associated with the decision and next step**

- 7.1 It is expected that the reduction in speed limits could be introduced in a relatively short timeframe. i.e. before Christmas 2018. Further work to provide additional footway provision between Lower Quinton and Meon Vale will follow as land becomes available.

Appendix A – Proposed Speed Limit plan

Appendix B – Letter of Objection from Warwickshire Police

Appendix C – Information relating to the setting of local Speed Limits.

Background Papers – None

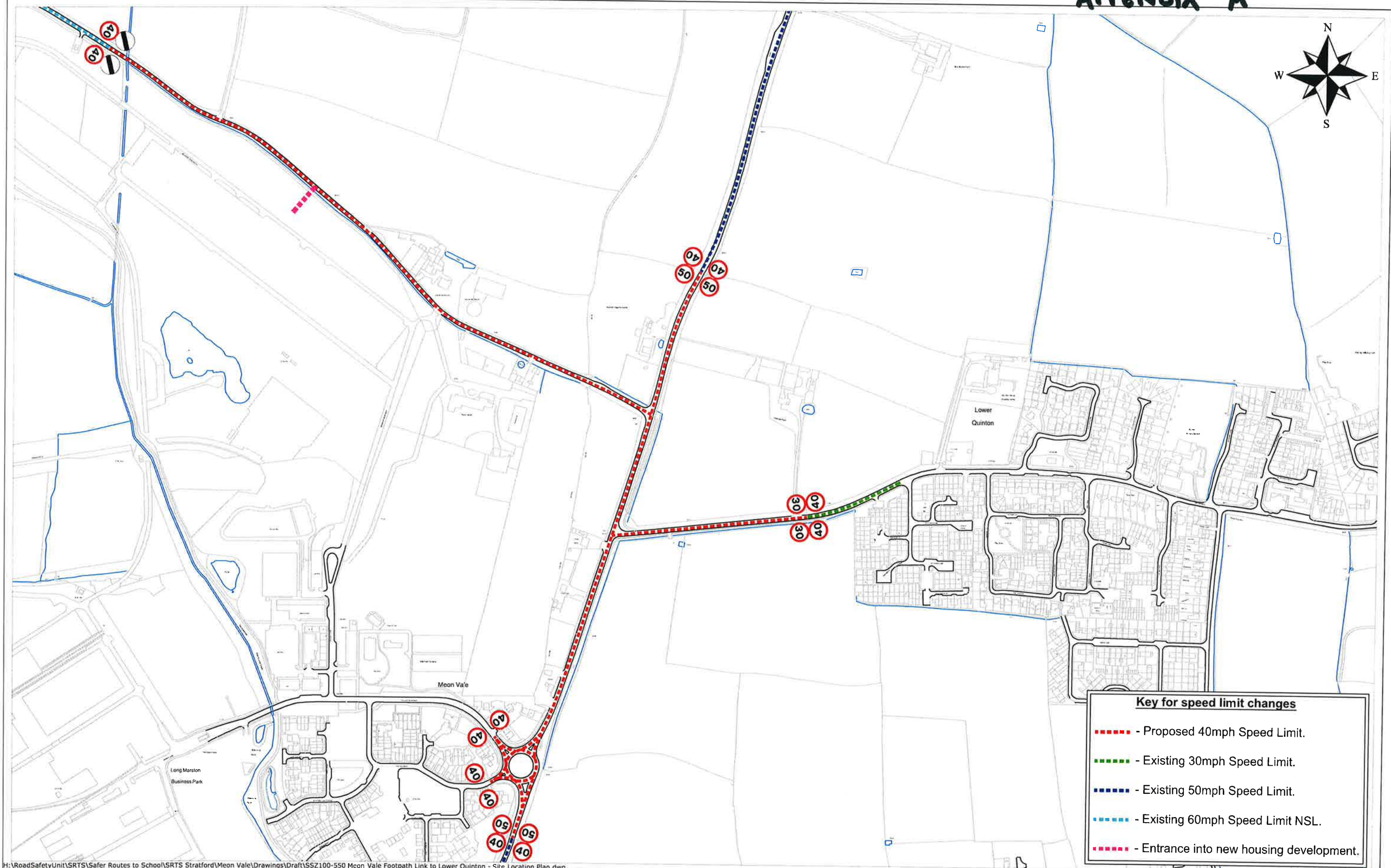
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Portfolio Holder	Cllr Jeff Clarke	cllrclarke@warwickshire.gov.uk

The report was circulated to the following members prior to publication:

Local Member(s): Councillor Mike Brain

Other members: Councillor Mrs Isobel Seccombe

# APPENDIX A



H:\RoadSafetyUnit\SRTS\Safer Routes to School\SRTS Stratford\Meon Vale\Drawings\Draft\SSZ100-550 Meon Vale Footpath Link to Lower Quinton - Site Location Plan.dwg

## NOTES

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REV	DATE	BY	CHK	AMENDMENT
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Drawing title	Drawn by	Checked by
<b>Meon Vale Phase 1 Speed Limit Order TRO Speed Limit Extents WARWICKSHIRE</b>	<b>CR</b>	-
Project title	Date	
<b>SSZ STRATFORD</b>	<b>MAY 2018</b>	
	Scale	
	<b>NTS @ A3</b>	
	Drawing number	
	<b>SSZ100-570</b>	





Warwickshire  
**POLICE**



West Mercia  
**POLICE**

Warwickshire & West Mercia Police

Traffic Management Office

Safer Roads Team

PO Box 3273

CV21 2XT

RE : Proposed Speed Limit Reductions, B4632 Campden Road, Station Road, Main Road, Lower Quinton, Meon Vale, Stratford.

(Graham Stanley, Communities, Traffic & Road Safety Group)

Dear Graham,

Thank you for the consultation documents you provided on the 21<sup>st</sup> June, 2018, the follow up meeting on the 19<sup>th</sup> July and the subsequently provided speed survey data, concerning the proposed speed limit reductions at the above locations. I have attended the area.

Please understand that Warwickshire & West Mercia Police use the guidance set out in the ACPO (NPCC) guidance document "Joining Forces for Safer Roads" as a foundation document.

The following guidance is set out as part of the section titled "Speed Enforcement".

Speed enforcement is expensive-it is both time and resource intensive and competes with other important policing issues of equal public concern. Enforcement is mainly reactive and should not be seen as a preventative measure to achieve vehicle speeds. Prevention has to rely on public support and compliance by the majority and enforcement of the minority who ignore the law.

To achieve maximum compliance, speed restrictions must therefore be clear and appropriate, with the need for compliance obvious to all road users. Where there is evidence of non-compliance, the police will investigate and target specific offenders who ignore the clearly posted speed limit.

In cases where there are high levels of non-compliance, it would tend to identify those limits which maybe are in more unclear areas and poorly displayed. Rather than a need for high levels of enforcement and prosecution, which has in the potential to lose public support, the limit should be reviewed (Dft 01/2013). Review should lead to additional engineering, signing or even different speed limits, as the display of the limit was more likely to have been the cause than deliberate offending.

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.

The referenced Dft Circular 01/2013 "Setting Local Speed Limits" a further cornerstone document gives the following advice:-

#### **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 & West Mercia Police support these principles and deem them to be examples of good practice.



## **This Consultation**

I have examined the proposals including the drawings provided. Thank you again for the consultation and data provided.

## **Police Response**

The focus for Warwickshire & West Mercia Police is to protect people from harm and therefore priority will be given to targeting those 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 wellbeing in their local communities and when using the roads. It should be noted, limits will have to largely rely on their self-regulating qualities.

I will refer to each of the proposed limit reductions separately.

When considering *Main Road Quinton*, the speed survey data and the physical environmental features present are supportive, **Warwickshire and West Mercia Police would support the proposed reduction to 40mph.**

When considering Station Road, Lower Quinton, the speed survey data and the physical environmental features present whilst supportive are not as convincing as Main Road, however with the supporting signing and lining proposed, **Warwickshire and West Mercia Police would support the proposed reduction to 40mph.**

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 vehicles speeds and the data suggests that the proposed 40mph could be suitable. However when considering 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 decisions. **At this stage Warwickshire and West Mercia Police would have to formally object to the reduction of speed limit on the B4632 Campden Road to 40mph.** But if further engineering features could be proposed that would have a material effect on the environment and could be shown to provide a viable 40mph limit, these of course would be considered.

Yours Sincerely.



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🌐 [www.westmercia.police.uk/roadsafety](http://www.westmercia.police.uk/roadsafety)

### Paragraph to be included in Committee Reports relating to Speed Limit Orders

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).