

Proposed decision to be made by the Portfolio Holder for Transport and Planning on or after 13 September 2019

Proposed 30 mph speed limit, Little Alne

Recommendation

That the Portfolio Holder for Transport and Planning approves that the proposed “The Warwickshire County Council (Various Roads, Little Alne) (30 mph Speed Limit) Order 2019” is implemented as advertised.

1.0 Introduction

- 1.1 Proposals for a 30 mph speed limit have been consulted on between 6th June 2019 to 28th June 2019 which included the local newspaper and residents within the affected area, who received a letter. Two objections have been received. These are appended to this report in **Appendix A**.
- 1.2 A statement of reasons for proposing the 30 mph speed limit is appended to this report in **Appendix B**.
- 1.3 The comments, suggestions and objections that have been received are discussed below together with the reasons for the proposals with an Officer’s response to each of the Objector’s main points.
- 1.4 The statutory criteria for making a TRO is shown in **Appendix C**.

2.0 Proposal

- 2.1 Drawings showing the published proposals which have attracted objections and comments are found in **Appendix D**.

3.0 Objections

Representations – 2 objections (Objection 1)	Officer response
“Avoiding danger to persons or other traffic using the road” – I am worried that the stated aim is not guaranteed. I would be interested to hear if Warwickshire County Council has access to additional research showing that in our area, reductions	The Department for Transport Circular 01/2013 document that the County Council uses to assess the setting of local speed limits states that “A study of types of crashes, their severity, causes and frequency, together with a survey of traffic speeds, should indicate whether an existing speed limit is appropriate for the

<p>from 40mph to 30mph have proved successful or not.</p>	<p>type of road and mix of use by different groups of road users, including the presence or potential presence of vulnerable road users (including people walking, cycling or riding horses, or on motorbikes), or whether it needs to be changed. Local residents may also express their concerns or desire for a lower speed limit and these comments should be considered". The main aim of the proposed reduction in the speed limit to 30 mph in Little Alne is to create a safer environment for residents especially given that there isn't a footway on sections of the village and that the Parish Council indicated to us that they wanted the limit changed due to perceived vulnerability of children who walk through the village for the School Bus Service.</p> <p>Further the document also states; "Different road users perceive risks and appropriate speeds differently, and drivers and riders of motor vehicles often do not have the same perception of the hazards of speed as do people on foot, on bicycles or on horseback. Fear of traffic can affect peoples' quality of life and the needs of vulnerable road users must be fully taken into account in order to further encourage these modes of travel and improve their safety. Speed management strategies should seek to protect local community life." Overall a study of the area has shown that 85thile speeds are above the existing speed limit, so it can be assumed that this is affecting the quality of community life especially for more vulnerable users.</p> <p>Whilst the collision rates along the stretch of the proposed speed reduction are good compared with other routes within Warwickshire (1 slight in the last 5 years in the actual proposed reduced speed limit) the overall collision history in the vicinity of the proposals is 1 serious and 4 slight, one of which related to a vulnerable road user. The Dft Circular also states; "The relationship between speed and likelihood</p>
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	<p>of collision as well as severity of injury is complex, but there is a strong correlation. As a general rule for every 1 mph reduction in average speed, collision frequency reduces by around 5% (Taylor, Lynam and Baruya, 2000). For typical types of road traffic collisions the risk of death for drivers and pedestrians involved reduces with reduced vehicle speeds and it is particularly important to consider those speeds where the balance tips in favour of survival". Based on the statistics used it would be reasonable to assume that collision rates would be reduced as a result of change in speed, and therefore the proposal would be successful for increasing quality of life as well as a reduction in accidents and accident severity.</p> <p>It would require a separate study to identify if speed limit changes historically have proved successful in the Little Alne area, however changes to speed limits should not be wholly based on statistical information as stated above, and therefore this is not relevant in this scenario given the main aim is for the improvement is an increase in the quality of life for residents and perceived risks associated with high speeds of vehicles through the village.</p> <p>In addition to the speed limit change gateway features will be installed to ensure that speeds are self-managed.</p>
<p>If I were to adhere to the 30mph limit then it is highly likely that a queue of cars would be on my tail as I approach the right-hand turn into my driveway....therefore as I begin to turn someone may hit me on my right-hand side</p>	<p>The addition of gateway features and dragon's teeth markings at the entrances to the 30 mph speed limit will ensure that motorists are clearly aware of the change in speed limit. Additional signage where applicable can also be placed at intervals along the changed limit to re-inforce the speed limit to motorists. It should also be noted that it is the responsibility of motorists to adhere to the speed limit as per the highway code.</p>

<p>I fail to see how the 30mph limit can be extended to the entire 40mph limit in this area. The actual issues of concern raised via the Parish Council makes up about one third of the replacement limit. If road users cannot understand why there is a speed limit reduction then they will not adhere to it.</p>	<p>The Dft Circular 01/2013 specifies certain criteria for the lengths of road that should be changed to differing speed limits. It states that 600 metre lengths of restriction should be aimed for with lowering amounts if absolutely necessary. When considering this in Little Alne, the severe bends at two junctions made this difficult to achieve as it would not be appropriate to increase limits in one direction before, at, or directly after the bends as this would cause further potential problems with vehicular loss of control. The Police were also engaged with prior to consultation on what limits and what lengths of limits they would consider most appropriate based on their experience of compliance in Warwickshire. They advised that a 30 mph limit would be more appropriate throughout the village between the existing 50mph limits. Given the residents' concern and the Police comments, the proposals were considered justified for consultation. The gateway features and additional signage should also ensure that motorists are aware of the speed limit change.</p>
<p>I find it strange that we are proposing an additional expense on this project...the cost of these changes just seem to be a waste of money that could be better spent elsewhere.</p>	<p>Warwickshire County Council takes road safety very seriously. Legitimate concerns were raised from the County Councillor for the area via the Parish Council and Residents of Little Alne. The costs of the scheme will be wholly funded from the County Councillor's delegated budget which aims to improve road safety each year. Any concerns regarding road safety in other areas can also be considered by the County Councillor for that area.</p>
<p>I also have concerns that if the 40 mph speed limit is reduced, that additional traffic calming measures would be proposed. This would impact properties near to these with braking/accelerating sounds and noise pollution. I would also object to the possibility of street lighting.</p>	<p>The B4089 would not be considered for traffic calming features as it is a strategic route in Warwickshire, being a B standard road. No plans are currently proposed to introduce street lighting through the provision of the delegated budget.</p>

<u>Representations</u> (Objection 2)	<u>Officer response</u>
When the council is struggling to fund essential services why waste money on this proposal, as the small minority of drivers who disregard the 40mph limit will also ignore a 30mph limit.	Warwickshire County Council takes road safety very seriously. Legitimate concerns were raised from the County Councillor for the area via the Parish Council and Residents of Little Alne. The costs of the scheme will be wholly funded from the County Councillor's delegated budget which aims to improve road safety each year.
All properties on the outskirts of the hamlet will be adversely affected by the gateways which will cause more air and noise pollution.	There are no plans to introduce traffic calming measures such as chicanes or cushions in Little Alne.

4.0 Local Member Views

4.1 Cllr Clive Rickhards;

The speed limit reduction was requested by local people and approved by the Police and it seems to me it will enhance the safety of this stretch of road

5.0 Financial Implications

- 5.1 The scheme will be fully funded from the Local Member's delegated budget. Any further works required post Road Safety Audit Stage 3 or raised post construction by Residents will be funded through the Delegated budget.

Background papers

None

Appendices

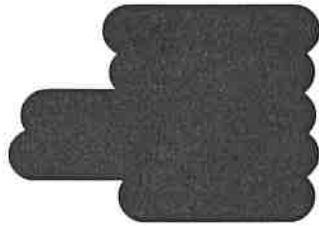
1. Appendix A – Received objections
2. Appendix B – Advertised statement of reasons
3. Appendix C - The statutory criteria for making a TRO
4. Appendix D – Advertised drawing

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

Local Member: Councillor Rickhards

Other members: Councillors Chattaway, Cockburn, Phillips, Shilton, Clarke, Fradgley, Roodhouse and Chilvers



27 June 2019

Your Ref: LittleAlne-01

Mr Philip Salter
Traffic and Road Safety
Warwickshire County Council
P O Box 43
Warwick
CV34 4SX

Dear Sir

Proposed 30mph Speed Limit - Little Alne -B4089

Firstly we were surprised to read that this has been requested by the local County Councillor after discussions with residents. We have resided here for 35 years and this is the first we have heard of any discussions.

We wish to object to this proposal on the following grounds:

1. When the Council is struggling to fund essential services why waste money on this proposal, as the small minority of drivers who disregard the 40 mph limit will also ignore a 30mph limit.
2. All properties on the outskirts of the hamlet, of which ours is one, will be adversely affected by the gateways which will cause more air and noise pollution from traffic braking and accelerating as they negotiate them. This will particularly apply to the many grain lorries which already rumble and bang their way through Little Alne to access Pools Barn Grain Store.

Yours faithfully





Mr Philip Salter
Traffic & Road Safety
PO Box 43
Warwick
CV34 4SX

25th June 2019

REF: Proposed 30mph Speed Limit – Little Alne

Dear Mr Salter

Thank you for your recent letter detailing the changes to the speed limit on the road outside my home. The aim of this letter is to represent my thoughts on the proposal.

Avoiding danger to persons or other traffic using the road

I am concerned that the stated aim is not guaranteed to achieve the desired effect. In the example below the council has seen an increase in accidents when the speed limit was reduced, potentially due to people being less diligent when using the road due to the perceived level of safety from the 20mph limit (<https://www.telegraph.co.uk/news/2017/12/17/20mph-limit-dangerous-costly-reverse-council-admits>).

I would be interested to hear if Warwickshire county council has access to additional research showing that in our area, reductions from 40mph to 30mph have proved successful or not.

Turning into my home from the road – increased danger

My home is located on the B4080, near where the speed limit changes from 40mph to 50mph as people head up the hill towards Alcester. As this is one of the straightest parts of the road between Wootton Wawen and Alcester, then we see a number of vehicles overtaking each day, especially during the rush hour period. The overtakes happen in both directions as people like to pass slower moving vehicles before the more 'technical' sections of the road on either side.

You would only know about the number of overtakes here if you used the roads during these times, or you lived in one of the 4 houses (like us).

Currently, a high proportion of road users pay no attention to the existing 40mph speed limit. I doubt this has been flagged in previous traffic speed surveys as the operators come outside of the rush hour periods, where the speed adherence is much better.

I am concerned by my daily scenario of returning home from work (from the direction of Wootton Wawen).

If I were to adhere to the 30mph limit then it is highly likely that a queue of cars would be on my tail as I approached the right-hand turn into my driveway. This is the exact point that cars from behind may want to overtake, especially ones that are not immediately behind and cannot see my

indication onto the drive. Therefore, as I begin to turn someone may hit me on my right-hand side (offside).

Your view may be that I have just fabricated this scenario for the benefit of this argument, but I can confirm that it has happened on a number of occasions in the past at the existing 40mph limit. It usually happens when there is a vehicle in front of me, and I cannot build up a safety gap to the car behind through an increase in my speed.

By reducing the limit to 30mph I believe the likelihood of this occurring will be increased as there will be a higher volume of 'annoyed' drivers using this section of road.

In the initial discussions during the Aston Cantlow Parish Council (ACPC) meetings I always highlighted that I would not support a limit reduction in this section of the road, but would potentially support in the vicinity of the B4080/Whitehouse Hill junction.

Danger zones that triggered this review

The above leads nicely into my understanding of the speed limit review in the first place. In the ACPC meetings it was highlighted that there was an increased danger in two areas. The first was the corner of the B4080 & Whitehouse hill, with the highlighted danger being when you turned right from the B4089 onto Whitehouse hill. It is hard for road users to see the vehicles coming in the opposite direction of the B4089 due to high levels of foliage at the side of the road.

The second area of concern was in the 'centre' of Little Alne where there are houses on both sides of the road, close to the road, as well as a small kink in the road that makes it hard for some residents to see traffic when exiting driveways.

It was my understanding that a review would take place in these areas to look for a danger resolution. This may or may not have highlighted a speed limit reduction as a benefit.

I have not seen the results of this review, but assuming it recommended a speed limit adjustment, then I fail to see how this can be extended to the entire 40mph zone in this area. The area of concern probably only makes up about one third of the entire zone, with the other areas not requiring adjustment.

My view is that if road users cannot understand why there is a speed limit reduction in the rest of the area, then they will not adhere to the governance. This raises the point as to whether this change is actually worthwhile.

Cost of the speed limit change

In today's climate where the majority of councils are struggling with funds, and services are being cut back, I find it strange that we are proposing an additional expense on this project.

I would suggest that the existing 40mph speed limit is not adhered to in a high percentage of cases, and that a reduction to 30mph will fail to have a meaningful impact on the average speed in this area.

Therefore, the cost of these changes just seem to be a waste of money that could be better spent elsewhere.

Future concerns of a 30mph zone

Although we have to only consider the proposal in front of us, I also have concern about what may develop in the future if the speed limit is reduced to 30mph.

My first concern would be the potential addition of traffic calming measures such as bumps or pinches in the road that would now be possible under a 30mph limit. If these were added then they would certainly reduce the speed of the traffic, but the homes at the side of the road would be impacted by the braking/accelerating sounds of the vehicles (noise pollution). This will be especially

noticeable from the increase in large vehicles that now use the road after the council agreed for the local farmer (Robin Turney Ltd) to increase his grain store capabilities.

Although potentially a long way off, I would also object to the future possibility of street lighting in this area. I do not know if there is a requirement for lighting in a 30mph zone, but if there is, then as a homeowner at the side of the road within the beautiful countryside, then we would not appreciate the costs or light pollution as a result of this change.

In conclusion, I cannot support this change given the lack of evidence showing that it will reduce risk, the increase in danger for the 4 homes (near the end of the zone on the straight), the expected cost of making these changes (when council spending is already at a stretch), and the future problems a 30mph zone may produce.

Kind regards



Appendix B - B4089 ALCESTER ROAD, WHITEHOUSE HILL, AND BURFORD LANE, LITTLE ALNE

Proposed 30 mph speed limit

1. STATEMENT OF REASONS

1. Warwickshire County Council is proposing to reduce the existing 40mph speed limit to 30mph on a section of the B4089 Alcester Road, Whitehouse Hill, and Burford Lane.
2. The reduced speed limit has been requested by the County Councillor for the area after discussions with Residents who would like the speed limit reduced to create a safer environment and improve the quality of life in the community.
3. The scheme will involve the use of speed limit signs, road markings and gateway features. A reduced speed limit is proposed for avoiding danger to persons or other traffic using the road to which the order relates.

2. SCHEDULE

SCHEDULE 1 (Existing 40 mph Speed Limit to become 30 mph)

1. B4089 Alcester Road

From a point 521 metres south-west of its junction with Whitehouse Hill north-eastwardly then northerly for 929 metres.

2. Burford Lane

From its junction with B4089 Alcester Road westerly for 80 metres.

3. Whitehouse Hill

From its junction with B4089 Alcester Road southerly for 36 metres.

3. EXISTING ORDERS TO BE REVOKED/AMENDED

4. PRIORITY

4.1 – Medium

APPENDIX C

The Road Traffic Regulation Act 1984 enables the Council to implement Traffic Regulation Orders (TROs) for one or more of the following purposes:-

- a) avoiding danger to persons or traffic;
- b) preventing damage to the road or to buildings nearby;
- c) facilitating the passage of traffic;
- d) preventing use by unsuitable traffic ;
- e) preserving the character of a road especially suitable for walking and horseriding;
- f) preserving or improving amenities of the area through which the road runs;
- g) for any of the purposes specified in section 87(1)(a) to (c) of the Environment Act 1995 in relation to air quality.

TROs are designed to regulate, restrict or prohibit the use of a road or any part of the width of a road by vehicular traffic or pedestrians. Permanent TROs remain in force until superseded or revoked.

TROs must not have the effect of preventing pedestrian access at any time or preventing vehicular access for more than 8 hours in 24 to premises on or adjacent to the road. This restriction does not apply if the Council states in the order that it requires vehicular access to be limited for more than 8 hours in 24.

In deciding whether or not to make a TRO, 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

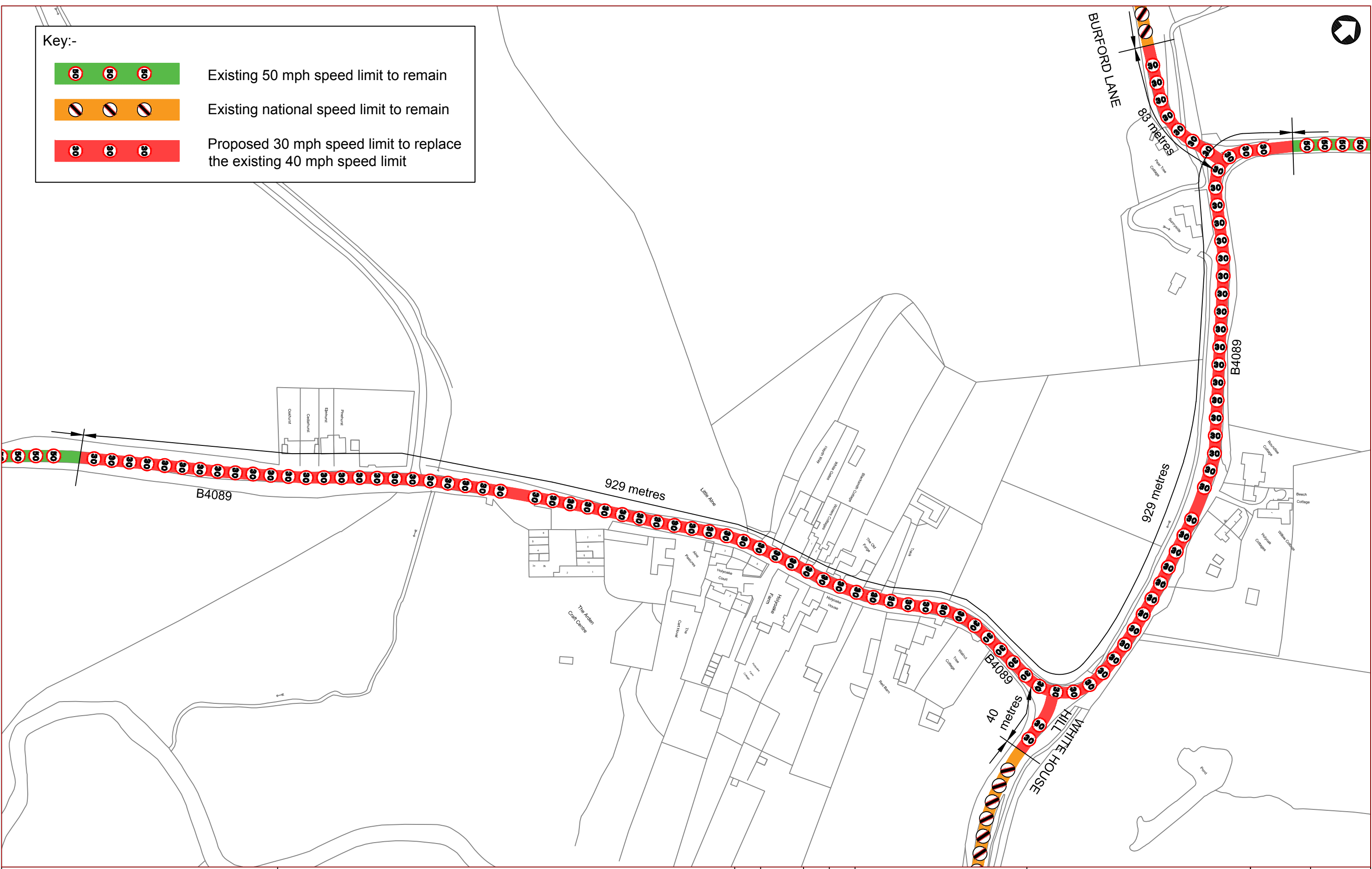
- the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles
- and any other matters appearing to the Council to be relevant

Therefore whilst the overall objective of the Council must be to secure the expeditious convenient and safe movement of vehicular traffic this will sometimes need to give way to the objectives in section 122(2) and a balance has to be achieved between the overall objective and the matters set out in section 122(2).



Key:-

-  Existing 50 mph speed limit to remain
-  Existing national speed limit to remain
-  Proposed 30 mph speed limit to replace the existing 40 mph speed limit




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NOTES

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 Warwickshire County Council.

REV	DATE	BY	CHK	AMENDMENT
A	02/05/19	PAS	JE	Distances amm.
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Drawing title
Proposed Speed Limit Little Alne Consultation Plan

Project title
DELEGATED BUDGET

Drawn by PAS	Checked by JE
Date 04/01/2019	
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