

# Portfolio Holder (Transport and Highways) Decision Session

**21<sup>st</sup> September 2012**

## Agenda

A Portfolio Holder (Transport and Highways) Decision Session will be held at **Shire Hall, Warwick** on **Friday 21<sup>st</sup> September** at **2.00 p.m.** in **Committee Room 1**.

The agenda will be:

### **1. Members' Disclosures of Pecuniary and Non-Pecuniary Interests.**

Members are required to register their disclosable pecuniary interests within 28 days of their election of appointment to the Council. A member attending a meeting where a matter arises in which s/he has a disclosable pecuniary interest must (unless s/he has a dispensation):

- Declare the interest if s/he has not already registered it
- Not participate in any discussion or vote
- Must leave the meeting room until the matter has been dealt with (StandingOrder42)
- Give written notice of any unregistered interest to the Monitoring Officer within 28 days of the meeting

Non-pecuniary interests must still be declared in accordance with the new Code of Conduct. These should be declared at the commencement of the meeting.

### **2. Various Speed Limits**

A copy of the proposed decision is attached to the agenda.

Elected Members and members of the public will have the opportunity to present any objections to the proposed decision. A copy of the objections received to date are attached at Appendix B to the report.

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The public reports referred to are available on the Warwickshire Web  
[www.warwickshire.gov.uk/committee-papers](http://www.warwickshire.gov.uk/committee-papers)



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**Portfolio Holder Transport and Highways  
Decision Session**

**21<sup>st</sup> September 2012**

**Proposed Speed Limits**

**Recommendations**

- 1) That the proposed speed limits where objections have not been received be implemented as advertised (as outlined at **Appendix A**).
- 2) That the proposed speed limits where objections have been received be considered and implemented as advertised (as outlined at **Appendix B**).

**1.0 Introduction**

- 1.1 At the Cabinet meeting of 24 May 2012, approval was given to fund changes in speed limits as agreed by Councillors at the former Area Committee's.
- 1.2 In addition, a number of the proposed speed limits are being funded by either casualty reduction funds or private developers.
- 1.3 Proposed speed limits have been advertised and this report considers the objections received.

(For some of the speed limit proposals, the end date of the objection period ends after the time of this report being produced. Therefore, additional objections may have to be added.)

**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 covers three key areas: Education; Engineering; and Enforcement. The setting of speed limits is a key element of this strategy.
- 2.2 The DfT Circular 01/2006 advises that the following criteria is applied when setting speed limits:
  - (i) analysing the existing speed data to identify the mean speeds 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 1/2006 places great importance 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 Local Members, Town and Parish Councils, Warwickshire Police, Emergency Services, Road Haulage Associations and other statutory consultees.

3.2 Legal notices advertising the proposed speed limits were placed in local newspapers during July and August 2012. Notices were also placed on street, advertising the Orders.

### 4.0 Objections

4.1 **Appendix B** reports on the proposals to which objections were received listing the objections, the responses and the recommendations.

### 5.0 Background Papers

5.1 Letters/Emails of Objection and Support

### 6.0 Appendices

Appendix A – Full list of proposed Speed Limit Orders

Appendix B – Proposed Speed Limit Orders, with objections raised

Appendix C – Background information on Speed Limits Orders

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Portfolio Holder	Peter Butlin	CLLR Butlin/CLLR/WarksCC

**Proposed Speed Limits**

Ref.	Road Number	Road Name	Proposed Speed Limit	Objections Received (Y/N)
1	B4114	Nuneaton Road AND Birchley Heath Road, Green Lane, Monwode Lea Lane & Coleshill Road (Over Whitacre area)	50mph	N
2	* C12	Tunnel Road, Galley Common	50mph	N
3	* C13	Nuthurst Lane/Church Lane AND Red Lane/Astley Lane & Bedworth Lane (Astley area)	50mph	N
4	A423 & B4455	Oxford Road, Marton Road, Rugby Road & Fosse Way (Princethorpe area)	40mph & 50mph	N
5	* A428	Crick Road, Rugby	50mph	N
6	A3400 & B4035	London Road, Shipston Road, Brailes Road & Fell Mill Lane (Shipston & Brailes area)	30mph, 40mph & 50mph	Y
7	D5003	Forshaw Heath Road, Forshaw Heath Lane, Mill Lane & Poolhead Lane (Forshaw Heath area)	50mph	Y
8	B4102 & C89	Earlwood Common, Valley Road & Umberslade Road, Earlswood	30mph	Y
9	C98	Loxley Road/Stratford Road AND Loxley Lane, Knights Lane, Pimlico Lane, Church Lane, Kissing Tree Lane, Alveston Hill, Hunscombe Lane & Charlecote Road (Loxley, Wellesbourne & Alveston area)	50mph	N
10	* C33	Stockton Road & Napton Road, Stockton & Long Itchington	30mph & 40mph	N
11	B4463	Watery Lane AND Warwick Road & Brittons Lane, Norton Lindsey	50mph	Y
12	A452	Birmingham Road, Kenilworth	50mph	N
13	A4177 & B4439	Birmingham Road AND Old Warwick Road, Hockley Road, Five Ways Road, Shaws Lane, Stoney Lane & The Green (Hatton, Shrewley & Rowington area)	40mph & 50mph	Y
14	B4113	Various Roads within Stoneleigh area	50mph	Y
15	C43	Gallows Hill & Harbury Lane (Warwick & Bishops Tachbrook area)	50mph	N
16	* C36	Welsh Road, Offchurch Road, Long Itchington Road (Offchurch & Radford Semele area)	30mph & 50mph	N

\* Other source of funding

## Proposed Speed Limit Objection

**Ref: 11**

**Location: Brittons Lane, Norton Lindsey**

**Dwg no. SE/LJW/8/B4463**

**Existing Speed Limit: 60mph      Proposed Speed Limit: 50mph**

### **Objections and Reasons –**

#### **Objection 1**

A definite no to 50mph on Brittons Lane. No one in their right mind would do 30 on any of these lanes. I use these lanes daily by car and would very rarely go above 20 and we also ride our horses up and down this lane, it can be very dangerous, to have no speed limit is so much safer than yet another sign saying 50 if they think 50 is acceptable and safe to drive at then there will be accidents.

#### **Objection 2**

This single track road includes in its length two blind bends each of which should not be taken at speed of more than 20mph. With no speed limit on this lane there is an unknown element of 'non-local' drivers of those other vehicles that brings a certain amount of restraint, even if the evidence is that is insufficient for the safety of others. However, no matter what speed limit is considered, any speed set acts as a 'green flag' to travel at that speed, or for many drivers marginally above that speed. Your proposal suggests that the Council's officers consider it to be safe for two cars travelling in opposite directions, to meet at any point at a combined speed of 100mph, and to be entirely beneficial for all road users on this single track lane. A much lower speed limit may be advantageous, and if there were a proposal for such a speed limit then I would have no objection, but any consideration of 50mph is so frightening that I would never ever drive along Brittons Lane again.

#### **Objection 3**

A 50mph speed limit on Brittons Lane is not feasible and will lead to more accidents and near misses. These are country lanes with blind bends and corners and summits. 30mph is the best speed for this lane, Drivers will attempt to drive up to 50 we have all seen and heard the traffic and witnessed the crashes and near misses and seen the skid marks on the road.

#### **Objection 4**

The proposed speed limit of 50mph is too high for both Brittons Lane and Norton Curlieu Lane, a 40mph speed limit should be considered because these are country lanes, without footpaths or passing places. There are ditches and culverts; it's dark due to overhanging branches; and horses, children, cyclist and livestock regularly travel along these lanes. There have been several accidents, and even more near misses in the space of a single year, and I know there were many more before.

### **Police Comments –**

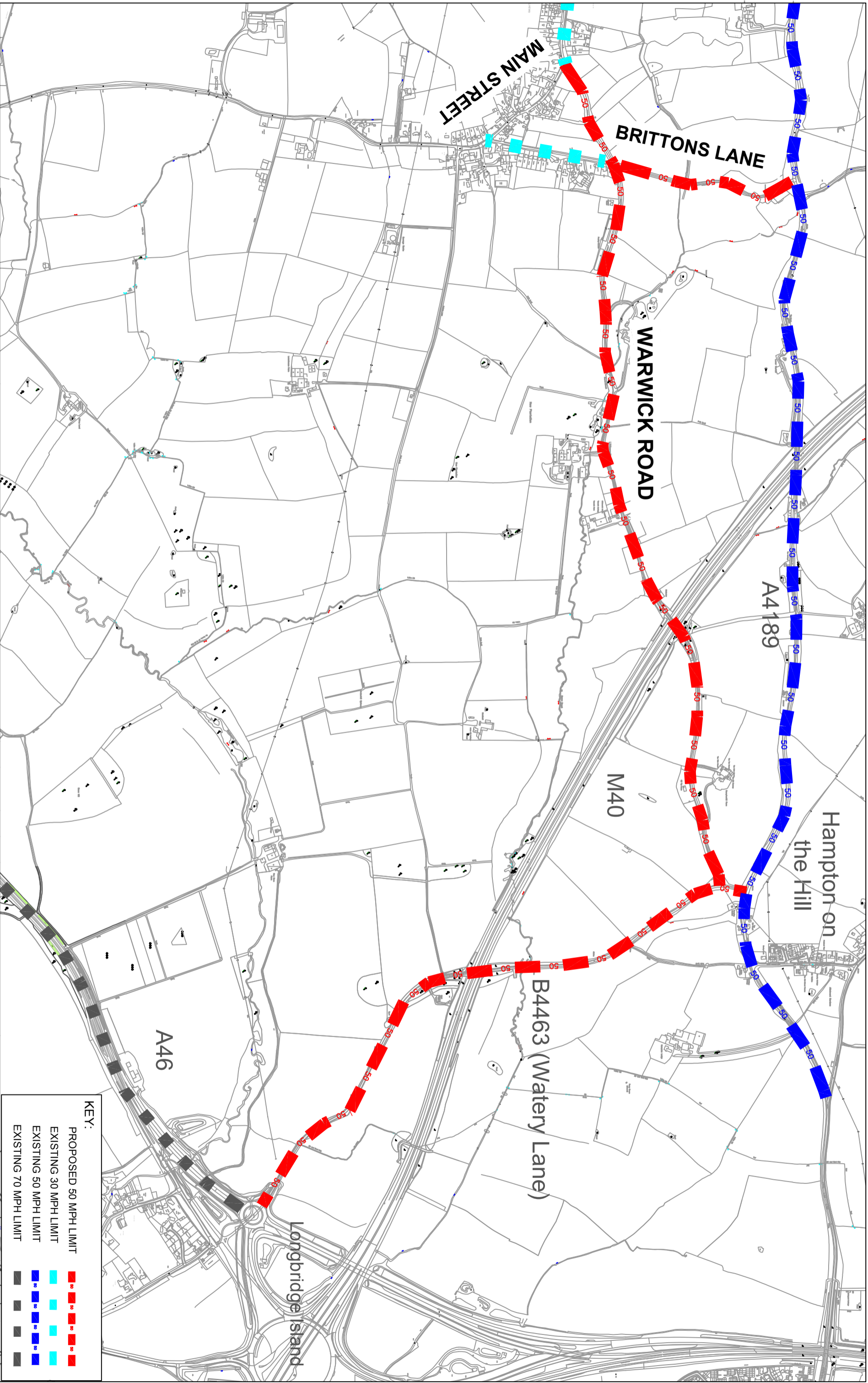
Warwickshire Police will not support the proposal, however they have not formally objected.

## **Officer Comments –**

The main reason for the proposed change in limit on Brittons Lane is due to the proposed 50mph on Warwick Road, Norton Lindsey. Without a 50mph limit on Brittons Lane, there would be a requirement for the de-restriction signs (i.e. 60mph), to be erected, which would indicate to drivers that it is permitted to drive faster on Brittons Lane than the road which they have turned off. By having a limit of 50mph on Brittons Lane, there would be no requirement for terminal signs. When setting speed limits there are strict criteria which have to be applied, (as issued by the Department for Transport), and this includes the mean speed of existing vehicles, the environment and any relevant accident data. The proposed limit of 50mph meets this criteria and any lower speed limit would be contrary to County Council policy. Although the proposed limit will be posted with 50mph signs, this does not mean that drivers will attempt to travel at 50mph, as the majority of drivers choose their speed according to the environment. The signs will indicate that 50mph is the maximum speed and not intended to be a target.

**Norton Lindsey Parish Council welcomes and supports the proposed 50mph.**

**Recommendation –** It is recommended that this proposal is implemented as advertised.



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**B4463  
HAMPTON ON THE HILL  
A46 to A4189  
PROPOSED 50 MPH LIMITS**

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Drawing title	Portfolio Holder for Transport & Highways - County Councillor Butlin. 21 September 2012 Proposed Speed Limits
Project title	Project title

Drawn by	Checked by
LJW	JE
Date	15/08/12
Scale	NTS
Drawing number	SEL/JW/8/B4463

**KEY:**

- PROPOSED 50 MPH LIMIT
- EXISTING 30 MPH LIMIT
- EXISTING 50 MPH LIMIT
- EXISTING 70 MPH LIMIT



## Proposed Speed Limits

### Proposed Speed Limit Objection

Ref: 13

Location: A4177 Birmingham Road, Hatton/Five Ways Road/Stoney Lane

Dwg No. SE/LJW/7/HATROW

Existing Speed Limit: 60mph/50mph

Proposed Speed Limit: 40mph/50mph

### Objectors and Reasons –

#### Objection 1

- (i) The reduction to the Birmingham Road would be largely unnecessary if the junction to the Hockley Heath Road was to be a roundabout.
- (ii) The reduction proposed for Five Ways Road is largely useless, as it does not address the most pressing issue – Stoney Lane Junction.
- (iii) The proposed limit on Stoney Lane far exceeds the whit of most drivers to achieve.
- (iv) All of these proposals mean more signage; we have enough
- (v) The proposal completely disregards Hatton Station & Mill Lane which needs passing bays.
- (vi) Rumble strips on the approach to Barn Close and Hatton Green corner should have more impact.
- (vii) Some restructuring of the Hatton Country World junctions should be considered.

### Police Comments –

Warwickshire Police will not support the proposal, however they have not formally objected.

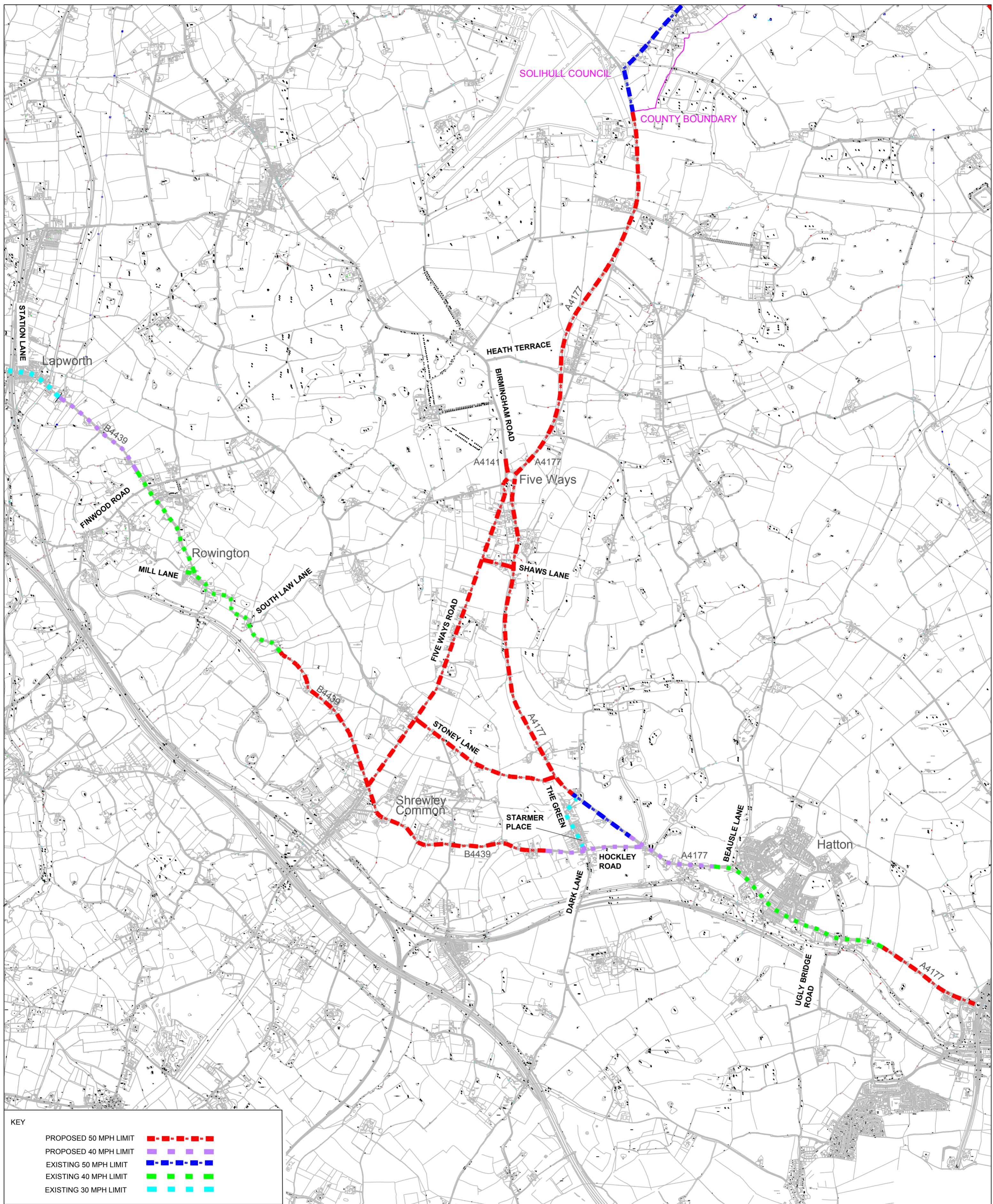
### Officer Comments –

- (i) The cost of a roundabout is too high to allow our budget to fund. The proposed speed reduction to 40mph will result in drivers approaching this junction slower and therefore result in fewer accidents.
- (ii) The proposed 50mph speed limit for Five Ways Roads will certainly contribute to drivers travelling slower when approaching the junction of Stoney Lane.
- (iii) When setting speed limits there are strict criteria which has to be applied, (as issued by the Department for Transport), and this includes the mean

speed of existing vehicles, the environment and any relevant accident data. The proposed limit of 50mph meets this criteria and any lower speed limit would be contrary to County Council policy. In my experience (and according to extensive research issued by the Department for Transport), inappropriate speed limits i.e. where the posted limit is too low for the environment, results in drivers simply ignoring the speed limit, which results in even higher speeds). Although the proposed limit will be posted with 50mph signs, this does not mean that drivers will attempt to travel at 50mph, as the majority of drivers choose their speed according to the environment. The signs will indicate that 50mph is the maximum speed and not intended to be a target.

- (iv) The additional signage will be kept to a minimum and where possible existing traffic posts will be utilised.
- (v) Passing bays near Hatton Station is not possible at the current time, due to costs.
- (vi) We are unable to recommend any new rumble strips within the County, as we are currently having issues with drivers who have physical disabilities, as the rumble strips result in causing them pain. Until this issue is resolved we are unable to consider any new rumble strips.
- (vi) The restructuring of the Hatton Country World junctions is not possible at the current time, due to costs.

**Recommendation** – It is recommended that this proposal is implemented as advertised.



KEY	
PROPOSED 50 MPH LIMIT	--- --
PROPOSED 40 MPH LIMIT	--- --
EXISTING 50 MPH LIMIT	--- --
EXISTING 40 MPH LIMIT	--- --
EXISTING 30 MPH LIMIT	--- --

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**A4177 / B4439  
 ROWINGTON/ HATTON  
 PROPOSED 50/40 MPH LIMITS**

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 - County Councillor Butlin.  
 21 September 2012 Proposed Speed Limits**

Project title

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Date 15/08/12	
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Drawing number <b>SE/LJW/7/HATROW</b>	

## Proposed Speed Limits

### Proposed Speed Limit Objection

Ref: 14

Location: Bubbenhall Road (Various Roads, Stoneleigh)

Dwg No. SE/LJW/13/A445

Existing Speed Limit: 60mph      Proposed Speed Limit: 50mph

### Objections and Reasons –

#### Objection 1

Having used this road for an absolute minimum of four times a day for 50 years, this is still too fast. 40mph is the absolute maximum this needs to be. I have seen so many accidents and incidents.

### Parish Councils Responses

**Bubbenhall Parish Council** is very pleased with the new speed limit reductions however, some councillors feel the reductions do not go far enough.

**Baginton Parish Council** has emailed to state that they have no comments.

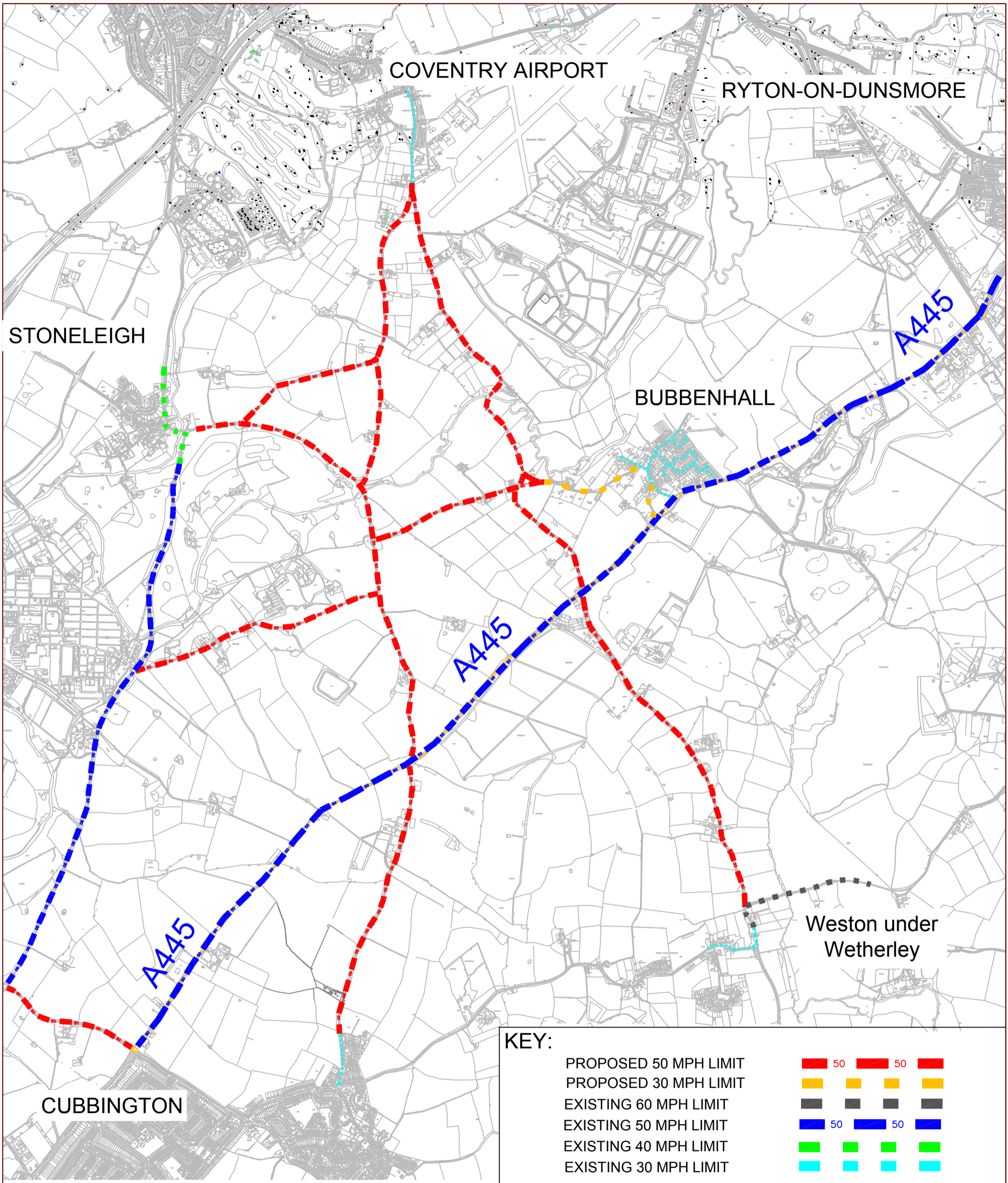
### Police Comments –

Warwickshire Police will not support the proposal, however they have not formally objected.

### Officer Comments –

When setting speed limits there are strict criteria which has to be applied, (as issued by the Department for Transport), and this includes the mean speed of existing vehicles, the environment and any relevant accident data. The proposed limit of 50mph meets this criteria and any lower speed limit would be contrary to County Council policy. Extensive research issued by the Department for Transport, has found that inappropriate speed limits i.e. where the posted limit is too low for the environment, results in drivers simply ignoring the speed limit, which results in even higher speeds. Although the proposed limit will be posted with 50mph signs, this does not mean that drivers will attempt to travel at 50mph, as the majority of drivers choose their speed according to the environment. The signs will indicate that 50mph is the maximum speed and are not intended to be a target.

**Recommendation** – It is recommended that this proposal is implemented as advertised.



**KEY:**

PROPOSED 50 MPH LIMIT		50		50		50
PROPOSED 30 MPH LIMIT						
EXISTING 60 MPH LIMIT						
EXISTING 50 MPH LIMIT		50		50		50
EXISTING 40 MPH LIMIT						
EXISTING 30 MPH LIMIT						

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**A445 - Side Roads - Covering Stoneleigh, Bubbenthall, Cubbington & Weston under Wetherley PROPOSED 30/50 MPH LIMITS**  
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 21 September 2012 Proposed Speed Limits

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Date 15/08/12	
Scale NTS	
Drawing number <b>SE/LJW/13/A445</b>	

## Proposed Speed Limits

### Proposed Speed Limit Objection

Ref: 7

Location: Forshaw Heath Road/Forshaw Heath Lane/Mill Lane/Poolhead Lane

Dwg No. SE/LJW/12/D5003

Existing Speed Limit: 60mph      Proposed Speed Limit: 50mph

### Objections and Reasons –

#### Objections 1, 2, and 3.

All objectors would prefer the proposed 50mph speed limits to be reduced to 40mph speed limits.

### Comments received from local residents (not formal objections) -

#### Objection 4

In March 2011, 34 residents of the village requested a 40mph limit. Due to several unrecorded incidents of vehicles going off the road, and the general environment of the roads. In addition, Solihull MBC are currently consulting on changes to speed limits in the area, and are proposing 40mph limits on roads that lead into Warwickshire. The new consultation issued by DfT, suggests that local authorities should work together to have the same speed limits across boundary routes.

#### Objection 5

It is the general consensus of local residents that 50mph is too fast for these local roads. Concerns raised over the proposals by Solihull to make some adjoining roads 40mph, and the boundary interfaces being different.

#### Objection 6

It is the general consensus that 50mph is too fast for these local roads. Solihull are proactively responding to the recent consultation issued by DfT for rural and semi rural roads, by proposing 30mph and 40mph limits in their Borough. The volume of traffic on Forshaw Heath Road is sufficient to merit a much lower limit, ideally of 30mph. It makes no sense that Solihull and Warwickshire Councils are not working together when they have a boundary Borough line, a point which is recommended in the new guidance consultation.

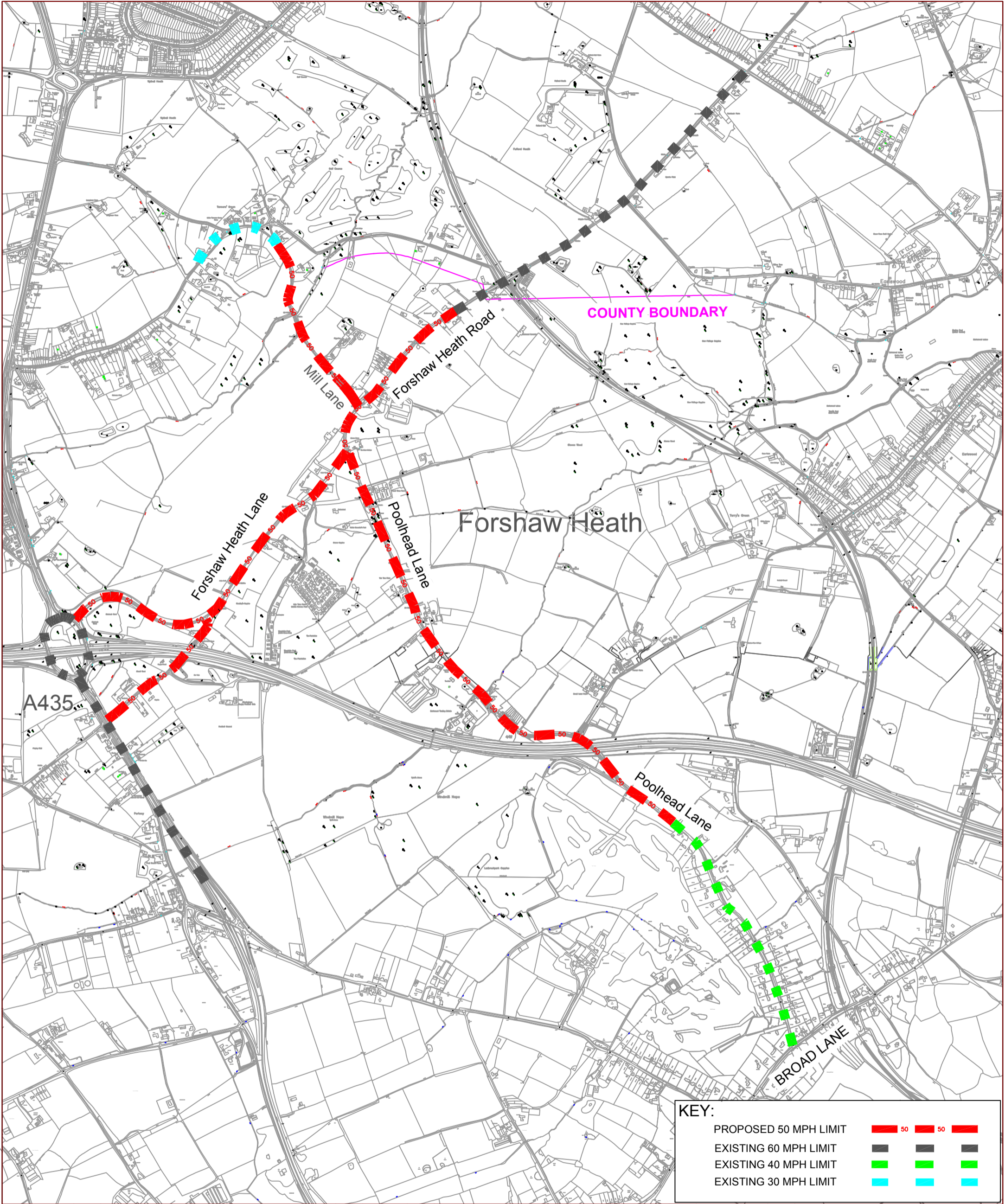
### Police Comments –

Warwickshire Police will not support the proposal, however they have not formally objected.

## **Officer Comments –**

When setting speed limits there are strict criteria which has to be applied, (as issued by the Department for Transport), and this includes the mean speed of existing vehicles, the environment and any relevant accident data. The proposed limit of 50mph meets this criteria and any lower speed limit would be contrary to County Council policy. Extensive research issued by the Department for Transport), has found that inappropriate speed limits i.e. where the posted limit is too low for the environment, results in drivers simply ignoring the speed limit, which results in even higher speeds. Although the proposed limit will be posted with 50mph signs, this does not mean that drivers will attempt to travel at 50mph, as the majority of drivers choose their speed according to the environment. The signs will indicate that 50mph is the maximum speed and are not intended to be a target.

**Recommendation** – It is recommended that this proposal is implemented as advertised.



**KEY:**

PROPOSED 50 MPH LIMIT		50		50	
EXISTING 60 MPH LIMIT					
EXISTING 40 MPH LIMIT					
EXISTING 30 MPH LIMIT					

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 Head of Transport for Warwickshire

**D5003 - FORSHAW HEATH ROAD/ LANE  
 POOLHEAD LANE  
 FORSHAW HEATH  
 PROPOSED 50MPH/ SPEED LIMIT REDUCTION**

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 21 September 2012 Proposed Speed Limits

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LJW	JE
Date	15/08/2012
Scale	NTS
Drawing number	SE/LJW/12/D5003



## Proposed Speed Limits

### Proposed Speed Limit Objection

Ref: 6

**Location: A3400, London Road/Shipston Road, B4035 Brailes Road & Fell Mill Lane, Shipston-on-Stour**

**Dwg No. SE/LJW/1/A3400**

**Existing Speed Limit:** 60mph/50mph/40mph

**Proposed Speed Limit:** 50mph/40mph/30mph

### Objections and Reasons –

#### Objection 1

I wish to register my objection to the above named orders. My reason for objecting is that the proposed speed limit is unrealistic and unjustified for the roads in question.

#### Police Comments –

Warwickshire Police will not object to the proposal.

#### Parish Councils Comments –

Long Compton Parish Council supports the proposal.

#### Officer Comments –

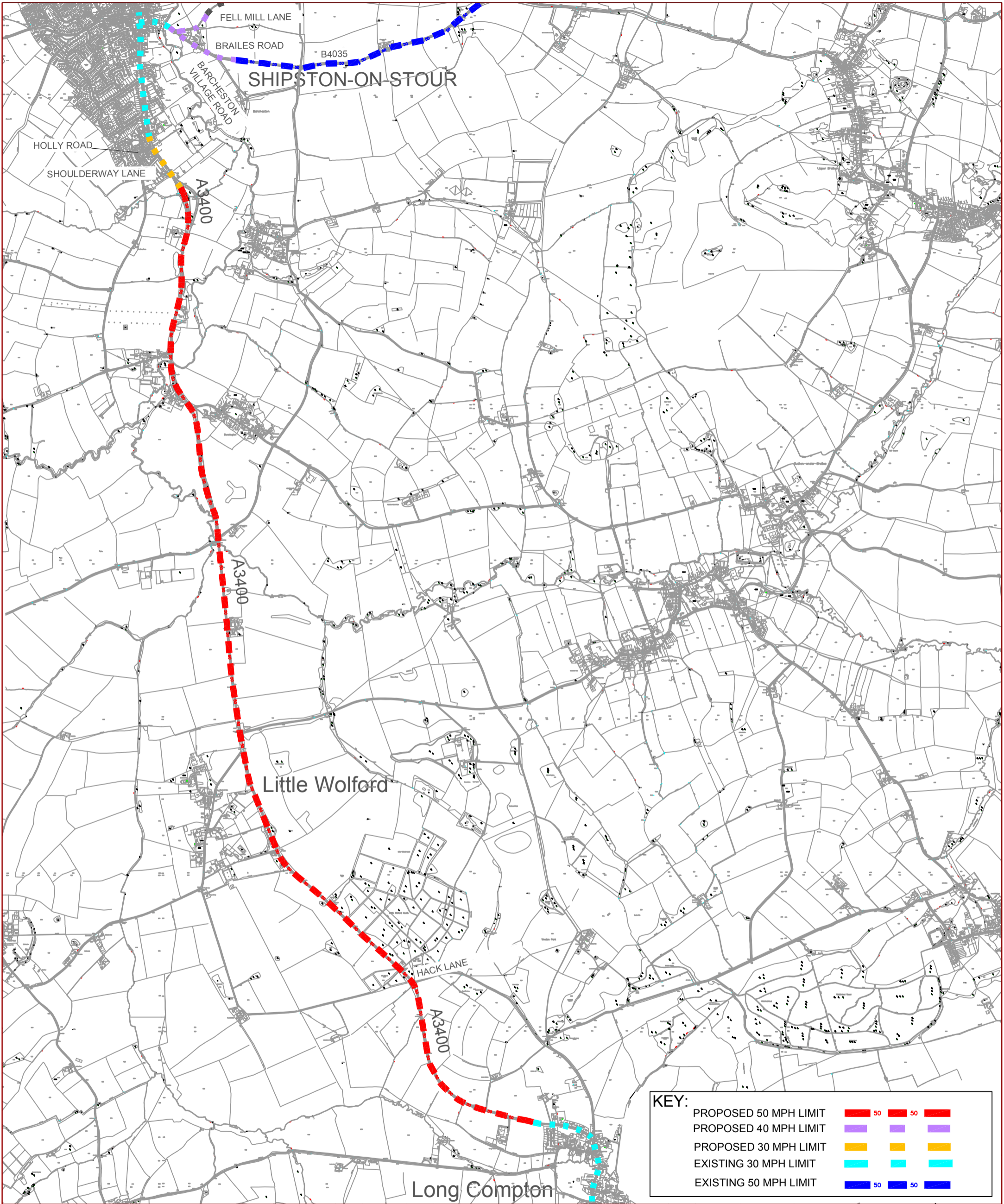
A3400 Proposed 50mph: This proposal meets the criteria as advised in circular 01/2006. The mean speeds vary from 44mph to 56mph. To address the higher range of the mean speed, additional signage and road markings will be implemented.

A3400 Proposed 30mph: A new housing development has been built on the edge of Shipston of which the access is currently governed by a 40mph speed limit. Therefore, to meet the criteria and to appease the residents' concerns, a 30mph speed limit is far more appropriate.

B4035 Brailes Road Proposed 40mph: This is a rural approach into the town of Shipston, however, a household waste site is present which attracts a significant number of vehicles carrying out turning manoeuvres. Also present is a narrow river bridge which also attracts a number of pedestrians. There is local concern that vehicles are travelling too fast for this approach and a 40mph buffer speed limit will appease those concerns and improve road safety.

Fell Mill Lane Proposed 40mph: There are a small number of properties on the Brailes Road approach of Fell Mill Lane where the residents are concerned about the speed of traffic. As there is a proposal for a 40mph on Brailes Road, it is therefore justified to include Fell Mill Lane as part of this proposed limit.

**Recommendation** – It is recommended that this proposal is implemented as advertised.



KEY:	
PROPOSED 50 MPH LIMIT	
PROPOSED 40 MPH LIMIT	
PROPOSED 30 MPH LIMIT	
EXISTING 30 MPH LIMIT	
EXISTING 50 MPH LIMIT	

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**Drawing title**

**A3400 - SHIPSTON ROAD, SHIPSTON-ON-STOUR  
TO LONG COMPTON  
PROPOSED 50MPH/40MPH/30MPH  
SPEED LIMIT REDUCTION**

Drawn by **LJW** Checked by **JE**

Date **07/06/2012**

Scale **NTS**

Drawing number **SE/LJW/1/A3400**

## Proposed Speed Limits

### Proposed Speed Limit Objection

Ref: 8

Location: Earlswood Common, Valley Road and Umberslade Road

Dwg No. SE/LJW/5/Earls

Existing Speed Limit: 40mph

Proposed Speed Limit: 30mph

### Objections and Reasons –

#### Objection 1

I feel that the existing 40mph speed limits should be retained because:-

Vehicles travelling at about 40mph are running at their optimum fuel efficiency, and hence least polluting;

The cross roads at the junctions of the Common, Umberslade Road and Shutt Lane has recently been modified. It is now a staggered crossing which slows vehicles approaching from either Umberslade Road or Valley Road, hence making it safer;

It will ensure continuity of the limit from Solihull to Broad Lane;

If Solihull council introduces a 40mph limit along adjoining roads in this area then the existing limit will match.

### Police Comments –

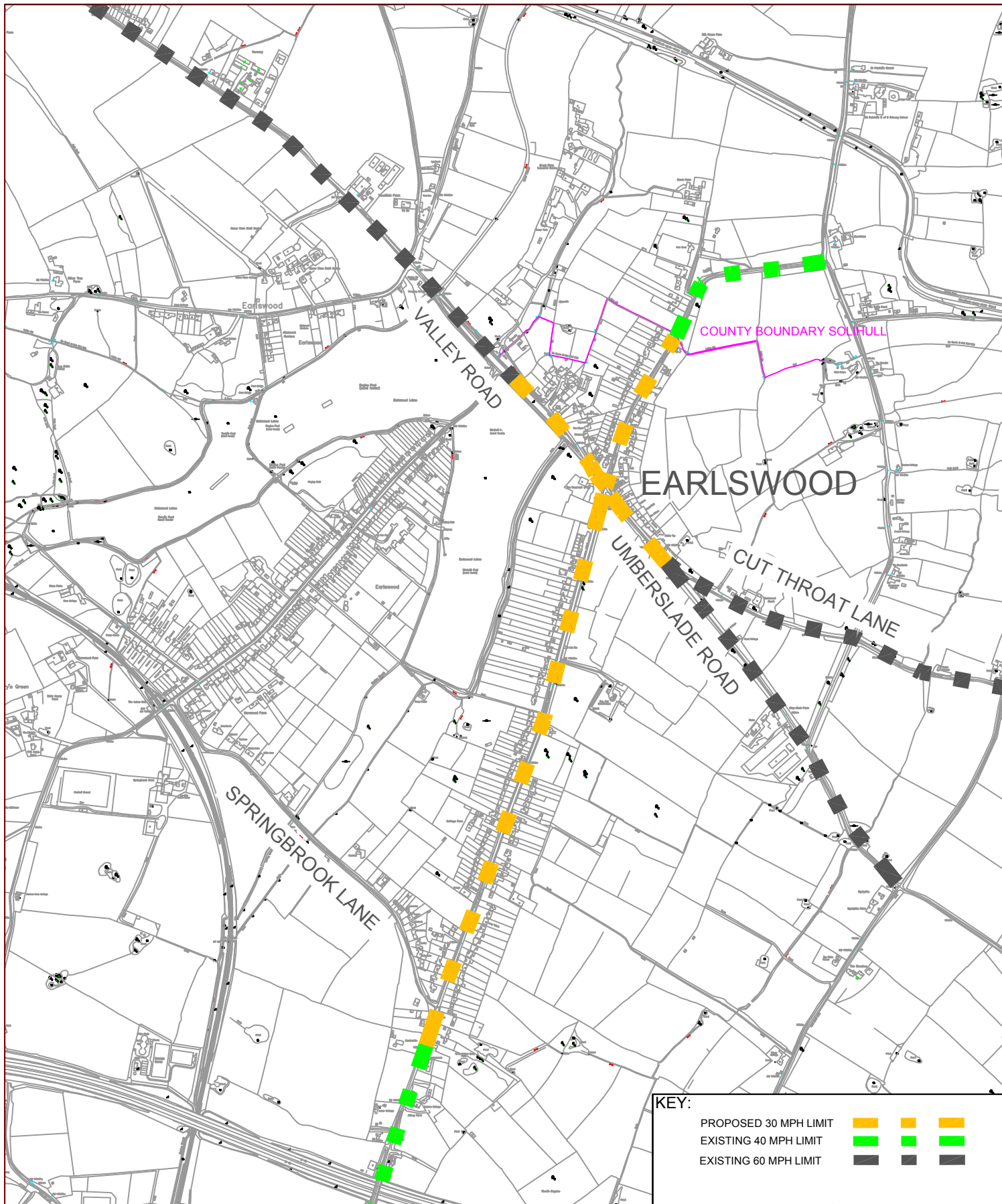
Warwickshire Police will not support the proposal, however they have not formally objected.

**Earlswood Common Residents Association welcomes the proposal.**

### Officer Comments –

The proposal meets the criteria for a speed limit of 30mph due to the environment of The Common, as residential properties front both sides of the carriageway. The provision of 'gateway' signage is also proposed, The proposal will contribute towards reducing the number of accidents at the junction of Valley Road and Umberslade Road in association with other engineering measures.

**Recommendation** – It is recommended that this proposal is implemented as advertised.



**KEY:**

PROPOSED 30 MPH LIMIT	
EXISTING 40 MPH LIMIT	
EXISTING 60 MPH LIMIT	

REV	DATE	BY	CHK	AMENDMENT	REV	DATE	BY	CHK	AMENDMENT	REV	DATE	BY	CHK	AMENDMENT
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**NOTES**

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Warwickshire County Council.

**Drawing title**

**B4102 & C89  
THE COMMON/ VALLEY ROAD/ UMBERSLADE ROAD  
PROPOSED 30MPH SPEED LIMIT REDUCTION**

Drawn by  
**LJW**

Checked by  
**JE**

Date  
**29/03/2012**

Scale  
**NTS**

Drawing number  
**SE/LJW/5/EARLS**

### 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 Orders remain in force until superseded or revoked.

The Department for Transport's Circular 1/06 'New Guidance On Setting Local Speed Limits' (currently under review) 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 1/06 requires that "speed limits should be evidence-led, self-explaining and seek to reinforce people's assessment of what is a safe speed to travel. They should encourage self-compliance and should not be seen by drivers as being a target speed at which to drive in all circumstances. Traffic authorities set 'local speed limits' in situations where local needs and considerations deem it desirable for drivers to adopt a speed which is different from the national speed limit. Local speed limits could be reduced or increased, depending upon the conditions and evidence."

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).