

AGENDA MANAGEMENT SHEET

Name of Committee **Rugby Area Committee**

Date of Committee **4 October 2007**

Report Title **A428 Crick Road, Hillmorton, Rugby -
Proposed 40 mph and 30 mph Speed
Limits**

Summary Following formal advertisement of the proposed
40 mph and 30 mph speed limit on A428 Crick Road,
Hillmorton, Rugby, one objection from the Police has
been received.

 Associated engineering measures include the
provision of vehicle activated signs including
interactive chevrons and red surfacing.

 This report considers the objection and recommends
that the 40 mph and 30 mph speed limits should be
implemented as advertised.

**For further information
please contact** Carolyn Burrows
Senior Road Safety Engineer
Tel: 01926 412028
carolynburrows@warwickshire.gov.uk

**Would the recommended
decision be contrary to the
Budget and Policy
Framework?** Yes/No

Background Papers Objection and letters/emails of support.

CONSULTATION ALREADY UNDERTAKEN:- *Details to be specified*

- Other Committees
- Local Member(s) Councillor R Dodd } have no objections
(With brief comments, if appropriate) Councillor J Roodhouse }
- Other Elected Members
- Cabinet Member
- (Reports to The Cabinet, to be cleared with
appropriate Cabinet Member)

- Chief Executive
- Legal I Marriott – agreed.
- Finance
- Other Chief Officers
- District Councils
- Health Authority
- Police
- Other Bodies/Individuals

FINAL DECISION **YES/NO** *(If 'No' complete Suggested Next Steps)*

SUGGESTED NEXT STEPS :

Details to be specified

- Further consideration by this Committee
- To Council
- To Cabinet
- To an O & S Committee
- To an Area Committee
- Further Consultation

Rugby Area Committee - 4 October 2007

A428 Crick Road, Hillmorton, Rugby - Proposed 40 mph and 30 mph Speed Limits

Report of the Strategic Director for Environment and Economy

Recommendation

That the 40 mph and 30 mph speed limits should be implemented on A428 Crick Road, Hillmorton, Rugby as advertised.

1. Introduction

- 1.1 Following formal advertisement of a proposed 40 mph and 30 mph speed limits on A428 Crick Road, Hillmorton, one objection was received. This report considers the objection and recommends that the speed limits be implemented as advertised. A location plan is attached as **Appendix A**.

2. Background

- 2.1 The speed limit on Crick Road, Hillmorton has been reviewed as part of a casualty reduction scheme.
- 2.2 Warwickshire County Council is committed to reducing casualties resulting from road collisions to meet Government targets. Each financial year, Warwickshire County Council's Road Safety Unit identifies those routes with a comparatively high total number of personal injury accidents and/or a high share of serious or fatal casualties.
- 2.3 In addition to "Cluster Site" locations, there are routes within the County on which there are significant numbers of injury accidents, but on which there are no "Cluster Sites". To ensure that these routes are addressed, cluster site studies are being complemented with route studies, commencing with "A" class roads. Those routes with the highest number of injury accidents per kilometre are prioritised, to create a league table of "Hot Routes". Within the County of Warwickshire there are a total number of 24 "A" roads. The lengths of the "A" roads vary considerably, with a number of the roads being too long to carry out a single, acceptable and worthwhile route study exercise. The majority of "A" roads have been divided into manageable and logical sections by the Safety Engineering Team. This resulted in a total number of 44 route sections.

- 2.4 The A428 (from its junction with Dunchurch Road to the county boundary with Northamptonshire) has been identified as such a route. (No.10 on the route list).
- 2.5 Crick Road was identified as one of the locations situated on this section of the A428 as having a relatively high number of accidents involving injury. There have been a total of 11 accidents (from Chamberlain Road to the railway bridge) involving injury within the last 3 years (from January 2003 until December 2005), resulting in 12 casualties.
- 2.6 Crick Road is predominantly residential in nature. There are a number of minor side road junctions leading to small culs-de-sac and the junction with the B4038 Kilsby Lane. Situated close to the junction on Kilsby Lane is the newly built Rugby Town Junior Football Club with many vehicles and pedestrians using the road to access the facility. Additionally, this busy road carries traffic to and from the DIRFT site and is heavily trafficked at peak times. There is a junior school in Watts Lane, near to its junction with Crick Road with many children and adults using the route at 'school-run' times both as pedestrians and motorists. The existing speed limit is 40 mph, from Chamberlain Road to the Wharf Cottages where it changes to 60 mph the 'national speed limit for rural roads'.
- 2.7 Vehicle speed surveys have been carried out at the following three locations:-

Location	85%ile *	Mean
Near Chamberlain Road	39 mph	34 mph
West of Leys Lane	43 mph	37 mph
West of Railway bridge	43 mph	37 mph

* the speed which is not exceeded by 85 out of 100 drivers.

- 2.8 The accident patterns are in two categories, these being either loss of control at the railway bridge site; or involving either a turning manoeuvre being carried out or a "rear shunt" type accident. Although speeding (driving above the prescribed limit) was not the primary factor in these accidents, quite often rear shunts and turning manoeuvre type accidents are generated by drivers not paying attention. However, if a lower speed had been involved, these accidents may not have resulted in injuries. Those accidents involving collisions at the railway bridge site may have been prevented if drivers were driving at a considerably lower speed than the currently prescribed 60 mph limit. Speeding and accidents are closely related. When a hazardous situation arises the greater the speed the greater the risk that an accident will occur. The greater the speed of those involved in an accident the more serious the consequences will be. Government research has shown that speed is a major contributor in around one third of all traffic accidents. Research carried out shows that speed management offers significant, social and economic benefits. Foremost amongst these is casualty reduction. Every 1 mph reduction in average speeds brings a 5% reduction in the number of crashes, and hence in the number of people killed or injured on the roads. This means that even marginal reductions in speed can result in major road safety gains.
- 2.9 Engineering measures proposed to support a lower speed limit on Crick Road include the provision of coloured road surfacing and vehicle activated signs,

including vehicle activated chevrons at the railway bridge site. (These are shown on the drawing displayed at the Committee meeting.)

3. Formal Consultation

- 3.1 Consultation has been carried out with the Local Members, Rugby Borough Council, Warwickshire Police, Emergency Services, Road Haulage Associations and Crick Road residents.
- 3.2 The Police have made a formal objection to the 30 mph limit proposal but have not objected to the 40 mph limit proposal.
- 3.3 The proposals are supported by both locals members Councillors Roodhouse and Dodd.
- 3.4 The proposals are supported by Rugby Borough Council.

4. Objections

- 4.1 Legal notices advertising the proposed 30 mph and 40 mph speed limits were placed in the Rugby Observer on the 21 June 2007, with the objection period ending on the 13 July 2007. Notices were also placed on street, advertising the Order.
- 4.2 One letter of objection has been received from Warwickshire Police objecting to the reduction in speed limit to 30 mph (from Chamberlain Road to Wharf Cottages) raising the following points:-

(i) **Objection**

The present speed limit of 40 mph is not complied with by a significant proportion of drivers. Quoting the current speed data of 85 percentile of 43 mph and mean speed of 37 mph.

Response

Whilst it is accepted that the current 40 mph speed limit is not fully complied with. Recently issued Guidance (DfT Circular 1/2006) on speed limits in urban areas suggests that the standard speed limit for urban areas should be 30 mph and lowered speed limits benefit all urban road users, representing a balance between mobility and safety of road users, especially more vulnerable groups.

(ii) **Objection**

The use of interactive repeated speed warning signs has not been fully evaluated to determine their long term effectiveness.

Response

The installation of red road surfacing and vehicle activated repeater warning signs have been shown to have a significant impact on vehicle speeds where they have been previously used within Warwickshire, a general reduction of between 5 and 7mph has been observed.

(iii) Objection

The suggested reduction in speed limit will have no effect on the current accident patterns along this section of the route.

Response

There is a clear correlation between the frequency and severity of accidents and speed. If vehicles are travelling more slowly it can be shown that accidents are less likely to result in serious casualties. The accidents that have occurred on this section of road may have been avoided if vehicles had been travelling at lower speeds, enabling turning manoeuvres to be carried out with greater safety.

(iv) Objection

Warwickshire Police believe the 30 mph speed limit will be unsuccessful and will become a burden on their resources to enforce.

Response

It is not intended that the proposed changes to the speed limit will add any additional burden to the Police for enforcement. The proposed vehicle activated repeater signs and red road surfacing is expected to reduce the speed of traffic along the route to an acceptable level.

5. Conclusion

- 5.1 The advertised proposals have general support and are expected to be effective in reducing vehicle speeds and therefore reducing casualties.
- 5.2 It is recommended that the proposed 40 mph and 30 mph speed limits along Crick Road be implemented as advertised.

JOHN DEEGAN
Strategic Director for Environment and Economy
Shire Hall
Warwick

30 September 2007

