

AGENDA MANAGEMENT SHEET

Name of Committee **Stratford on Avon East Joint Committee**

Date of Committee **16 September 2008**

Report Title **Speed Limit Review
Objections to the Statutory Consultation**

Summary Following formal advertisement of the speed limit review proposals, objections have been received for the following routes:-

- 1. Stratford Area.
- 2. A423 Banbury Road, Ladbroke Bypass
- 3. A425 Southam Road/Leamington Road, Southam.
- 4. B4100 Banbury Road, Chesterton.
- 5. B4452 Deppers Bridge Road, Harbury.

Those routes which have generated objections are summarised within the attached **Appendices A-E** and officers responses have been included. Therefore, it is recommended that each objection is considered separately by this Committee and that due consideration is given to officers' recommendations contained within the appendices.

For further information please contact Jo Edwards
Senior Road Safety Engineer
Tel. 01926 412028
joedwards@warwickshire.gov.uk

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

Background Papers Objection correspondence.

CONSULTATION ALREADY UNDERTAKEN:- *Details to be specified*

Other Committees

- Local Member(s)
(With brief comments, if appropriate)
- 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 Please see **Appendix A.**
- Other Bodies/Individuals Parish Council, Emergency Services, Road Haulage Associations.

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

Stratford on Avon East Joint Committee - 16 September 2008

**Speed Limit Review
Objections to the Statutory Consultation**

**Report of the Strategic Director for
Environment and Economy**

Recommendation

That each proposal which has generated objections is considered separately by this Committee, and that due consideration is given to officers' recommendations contained within the appendices.

1. Introduction

- 1.1 Following the formal advertisement of the speed limit review proposals, those routes which have generated objections are summarised within the attached **Appendices A-E**, and officers responses and recommendations have been included. It is recommended that each proposal is considered separately by this Committee.

2. Background

- 2.1 In 2007 a new Speed Management Strategy was approved by the Council. This covers 3 key areas: Education, Engineering and Enforcement. The setting of speed limits is a key element of this strategy. The Speed Limit Review on all A and B roads was developed in response to this strategy and Department for Transport (DfT) guidelines (Circular 01/2006). The review was carried out in two parts:-
- (i) A technical review of all A and B class roads by officers.
 - (ii) A consultation exercise to determine community concerns.
- 2.2 The technical review was completed at the end of 2007. The findings from this review were determined by using the criteria of the Council's Speed Management Strategy i.e. analysing the existing speed data to identify the mean speeds of drivers, the environment and nature of the road and any relevant injury accident data.
- 2.3 The Speed Management Strategy places great importance on community concerns, and refers to the environmental impact of traffic and the level of public anxiety. Therefore, in order to address this, feedback was sought through a

wide range of media, including the production of a speed limit review website and the development of a speed limit review brochure. In addition, local radio and local newspapers have been used extensively.

3. Speed Limit Review Seminar

- 3.1 A seminar was held on the 2 April 2008, which consisted of Local Members and officers. The purpose of the seminar was to identify (section by section for each route), whether the consensus of views expressed by the local community supported or opposed the findings of the technical part of the review. As a result of this exercise, a number of changes were made to the proposals, to incorporate the views of the community.
- 3.2 Following the seminar, Stratford Area Committee (7 May, 2008), gave approval to advertise the speed limit changes, and to carry out a statutory consultation exercise.

4. Statutory Consultation

- 4.1 Legal notices advertising the speed limit review proposals were placed on the roads and in the press on the 10 July 2008, with an objection period from 10 July to 1 August 2008.
- 4.2 Letters were sent inviting comments on the proposed Orders to the Local Member, Parish Council, Warwickshire Police, Emergency Services, Road Haulage Associations and other external organisations.

5. Objections

- 5.1 Following formal advertisement of the proposals objections have been received and these are listed in **Appendices A-E**.
- 5.2 The legal process of advertising and receiving objections is only intended to consider proposals to change speed limits, however, objections have also been received for stretches of road where no changes are proposed. Strictly speaking these objections are outside the process. However, it was felt Members should be informed of them and they are listed in **Appendix F**. Changes to the speed limits on new stretches of road would require new formal procedures.

6. Enforcement of Speed Limits

- 6.1 In making decisions on these orders Members should be aware that the Police only have very limited resources for enforcing existing or new speed limits.

7. Conclusion

- 7.1 It is recommended that each proposal is considered separately. In order to comply with County policy any amendments to the proposed speed limit changes would need to meet the criteria of the Speed Management Strategy, as approved by Cabinet in September 2007.

PAUL GALLAND
Strategic Director for Environment and Economy
Shire Hall
Warwick

2 September 2008

Stratford on Avon East Joint Committee - 16 September 2008

**Speed Limit Review
Objections to the Statutory Consultation**

SPEED LIMIT REVIEW OBJECTIONS

General Objection

Objector and Reasons – Mr N Humphreys: (Mr Humphreys makes numerous comments in his letter of objection. The main points have been summarised). The consultation process is inadequate, discriminatory and loaded against objectors. Applying 50 mph speed limits is not an appropriate solution to individual hazards on rural roads. Both 50 mph and 30 mph limits are counterproductive in road safety terms. The government sponsored research that underpins blanket rural 50 mph limits is both flawed and contrived and therefore Dft guidelines are not reliable. Unreasonable limits that criminalise safe behaviour severely undermine the quality of life of drivers who take road safety seriously and this has a negative impact on public support for road safety, the police and law and order in general.

Officers Comments – An extensive consultation exercise has been undertaken and details of proposals have been available through a wide range of media since the start of 2008. The proposals meet the criteria of the 'Speed Management Strategy' and research has shown that there are many benefits in reducing speed limits, as long as they are appropriate for the environment of the road. In addition to reducing accidents and the severity of injuries, there are many environmental benefits as a result of lower speed limits.

Recommendation - It is recommended that the Stratford Area proposals are implemented as advertised.

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**Speed Limit Review
Objections to the Statutory Consultation**

SPEED LIMIT REVIEW OBJECTIONS

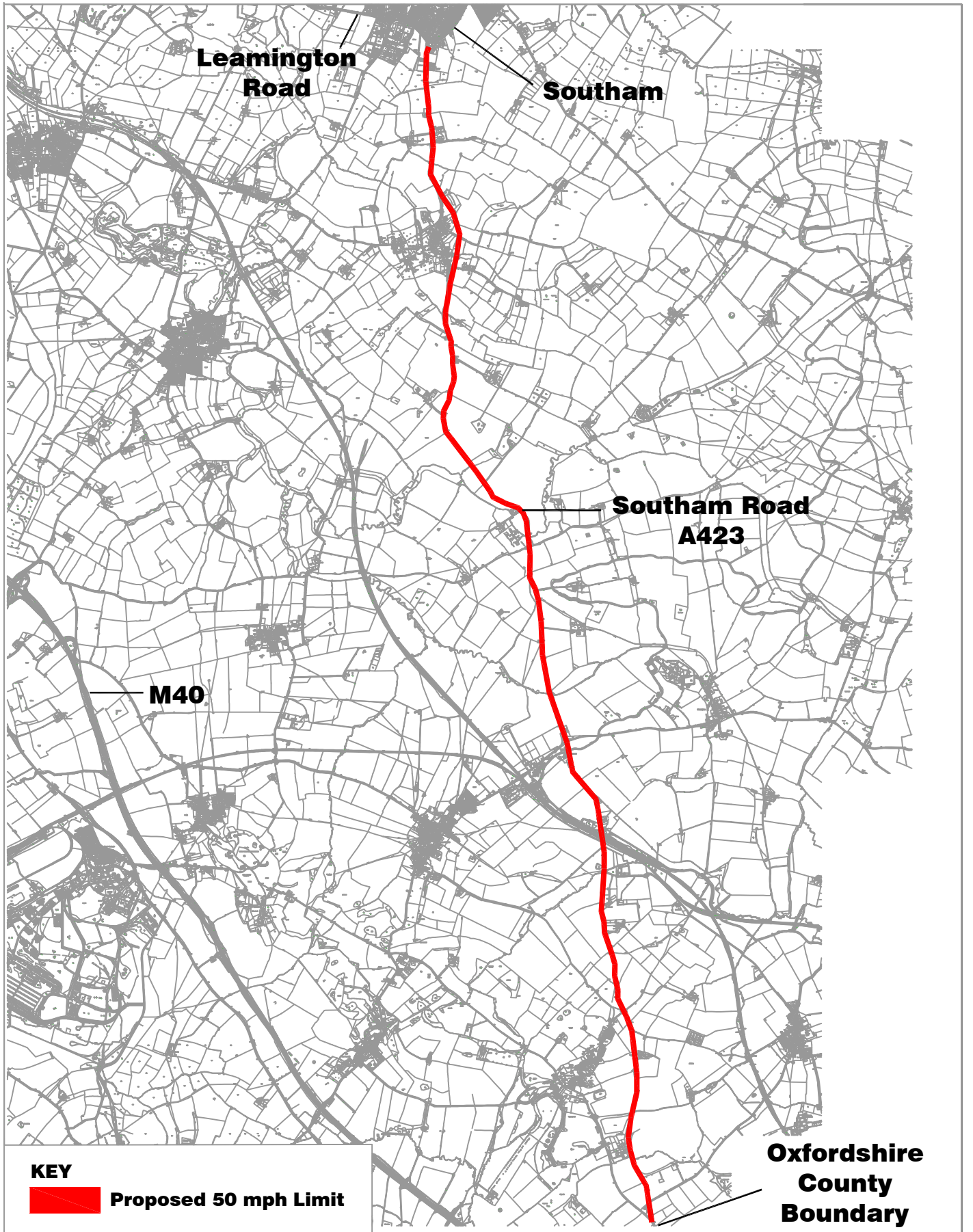
S/5 A423 Banbury Road, Ladbroke Bypass (drawing no. SLR/S/5/E)

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

Objector and Reasons – Warwickshire Police: The mean speed is not currently at or below the proposed limit. This road is the very essence of what a road user would consider a road subject to the national speed limit. Principals of circular 01/2006 seem to imply that reducing the speed limit should be a last resort. Unlikely that the new limit will be as effective in maintaining compliance as the present limit has been and the change would introduce an unserviceable enforcement burden. By product of added infrastructure and maintenance vehicles, creating sign clutter and strike hazards.

Officers Comments - A reduction to 50mph at some sections of the A423 was requested at the speed limit review seminar to address accident concerns at several junctions. A reduction from the Oxfordshire county boundary to Southam has been proposed to provide a consistent speed limit along the entire section.

Recommendation – It is recommended that the proposal is implemented as advertised.



KEY
 **Proposed 50 mph Limit**

**Oxfordshire
 County
 Boundary**


NTS	Ref No: SLR/S/5/E	Drawn JN	Checked JE	QA Form 19 02/96
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**Stratford on Avon Joint Committee East
 16th September 2008**

**A423 Banbury Road
 Proposed 50mph Limit**



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 **Warwickshire
 County Council**
 Paul Galland
 Strategic Director of Environment
 and Economic Strategy
 Shire Hall, Warwick, CV34 4SX

Stratford on Avon East Joint Committee - 16 September 2008

**Speed Limit Review
Objections to the Statutory Consultation**

SPEED LIMIT REVIEW OBJECTIONS

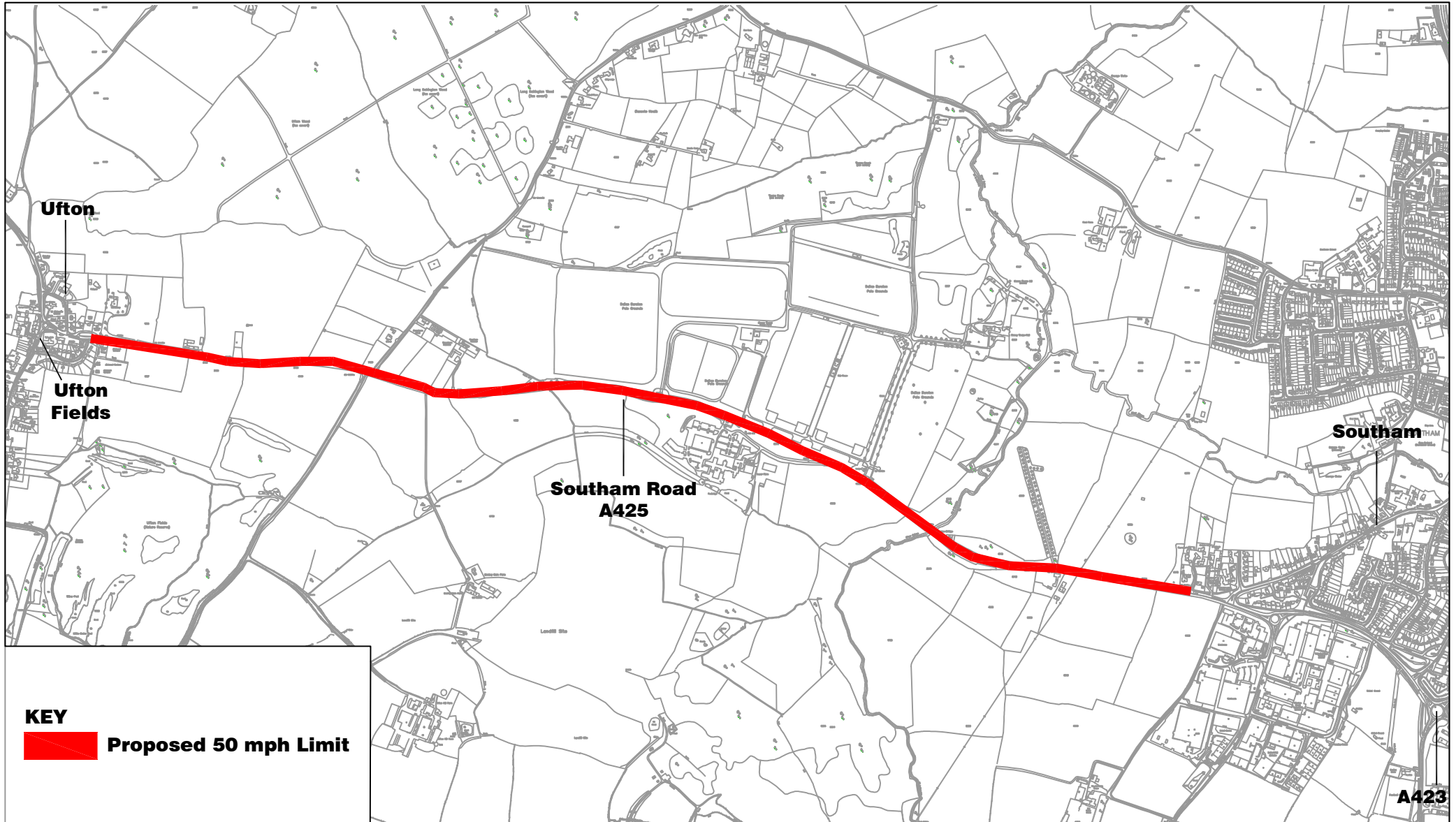
S/6 A425 Southam Road /Leamington Road, Southam (Drawing No. SLR/S/6/C)

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

Objector and Reasons – Warwickshire Police: The mean speed is not currently at or below the proposed limit. This road is the very essence of what a road user would consider a road subject to the national speed limit. Principals of circular 01/2006 seem to imply that reducing the speed limit should be a last resort. Unlikely that the new limit will be as effective in maintaining compliance as the present limit has been and the change would introduce an unserviceable enforcement burden. Reducing the speed limit alone should not be seen as an alternative for more costly engineering measures. By product of added infrastructure and maintenance vehicles, creating sign clutter and strike hazards.

Officers Comments - The DfT circular 1/2006, encourages any proposed reduction in speed limits to be self enforcing. The new criteria is not solely based upon accident data. It is accepted that there will be an increase in the number of road signs, but the proposal meets the criteria of the 'Speed Management Strategy'.

Recommendation – It is recommended that the proposal is implemented as advertised.



KEY

 **Proposed 50 mph Limit**

NTS

Ref No: SLR/S/6/C

Drawn JN

Checked JE

QA Form 19
02/96

**Stratford on Avon Joint Committee East
16th September 2008**

**A425 Southam Road/ Leamington Road
Proposed 50mph Limit**



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**Speed Limit Review
Objections to the Statutory Consultation**

SPEED LIMIT REVIEW OBJECTIONS

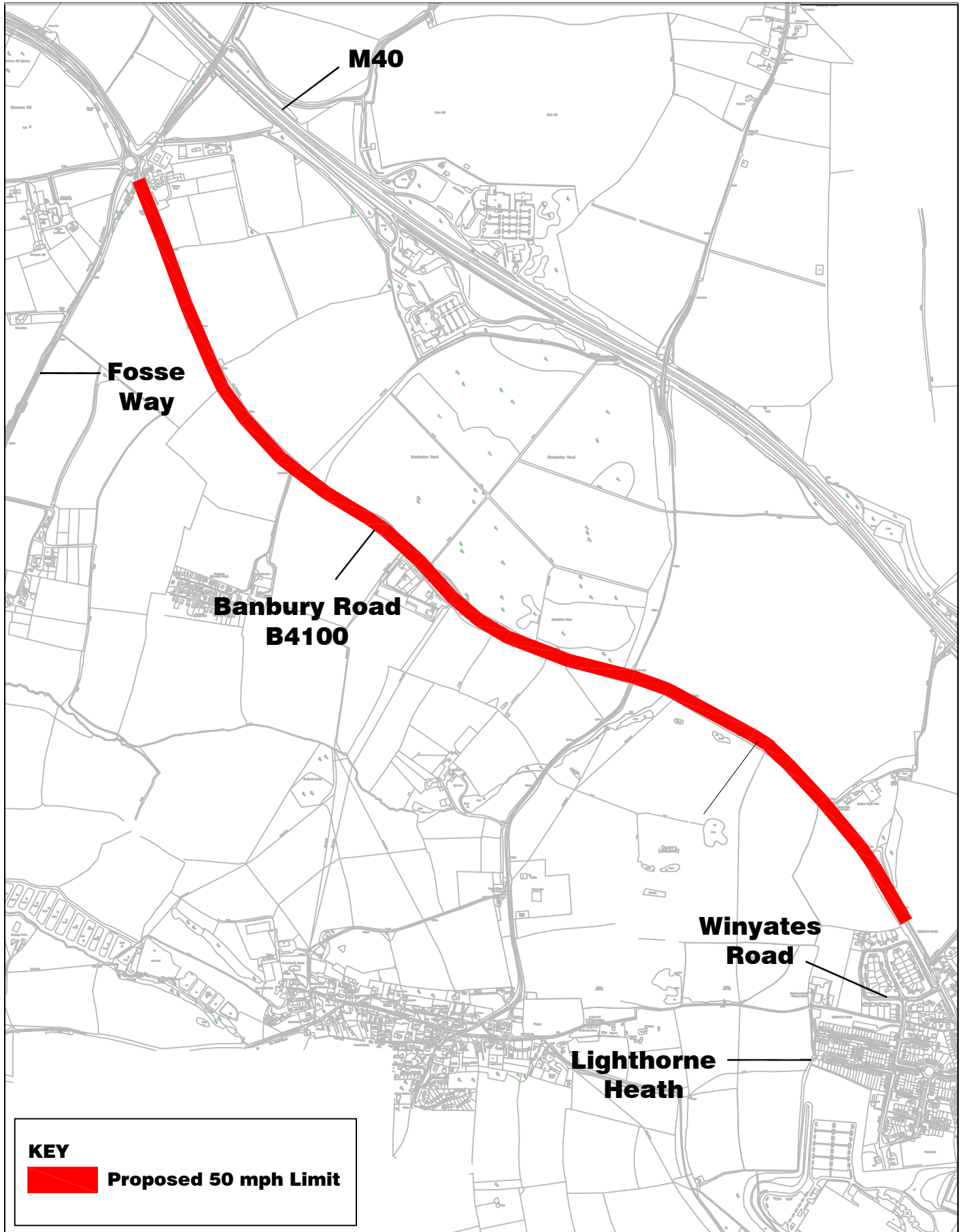
S/22 B4100 Banbury Road, Chesterton (Drawing No. SLR/S/22/A)

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

Objector and Reasons – Warwickshire Police: The mean speed is not currently at or below the proposed limit. This road is the very essence of what a road user would consider to be a road subject to the national speed limit. Principals of circular 01/2006 seem to imply that reducing the speed limit should be a last resort. Unlikely that the new limit will be as effective in maintaining compliance as the present limit has been and the change would introduce an unserviceable enforcement burden. By product of added infrastructure and maintenance vehicles, creating sign clutter and strike hazards.

Officers Comments - The DfT circular 1/2006, encourages any proposed reduction in speed limits to be self enforcing. The new criteria is not solely based upon accident data. It is accepted that there will be an increase in the number of road signs, but the proposal meets the criteria of the 'Speed Management Strategy'.

Recommendation – It is recommended that the proposal is implemented as advertised.



KEY
 **Proposed 50 mph Limit**


NTS	Ref No: SLR/S/22/A	Drawn JN	Checked JE	QA Form 19 02/96
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**Stratford on Avon Joint Committee East
16th September 2008**

**B4100 Fosse Way to Lighthorne Heath,
Proposed 50mph Limit**



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**Speed Limit Review
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SPEED LIMIT REVIEW OBJECTIONS

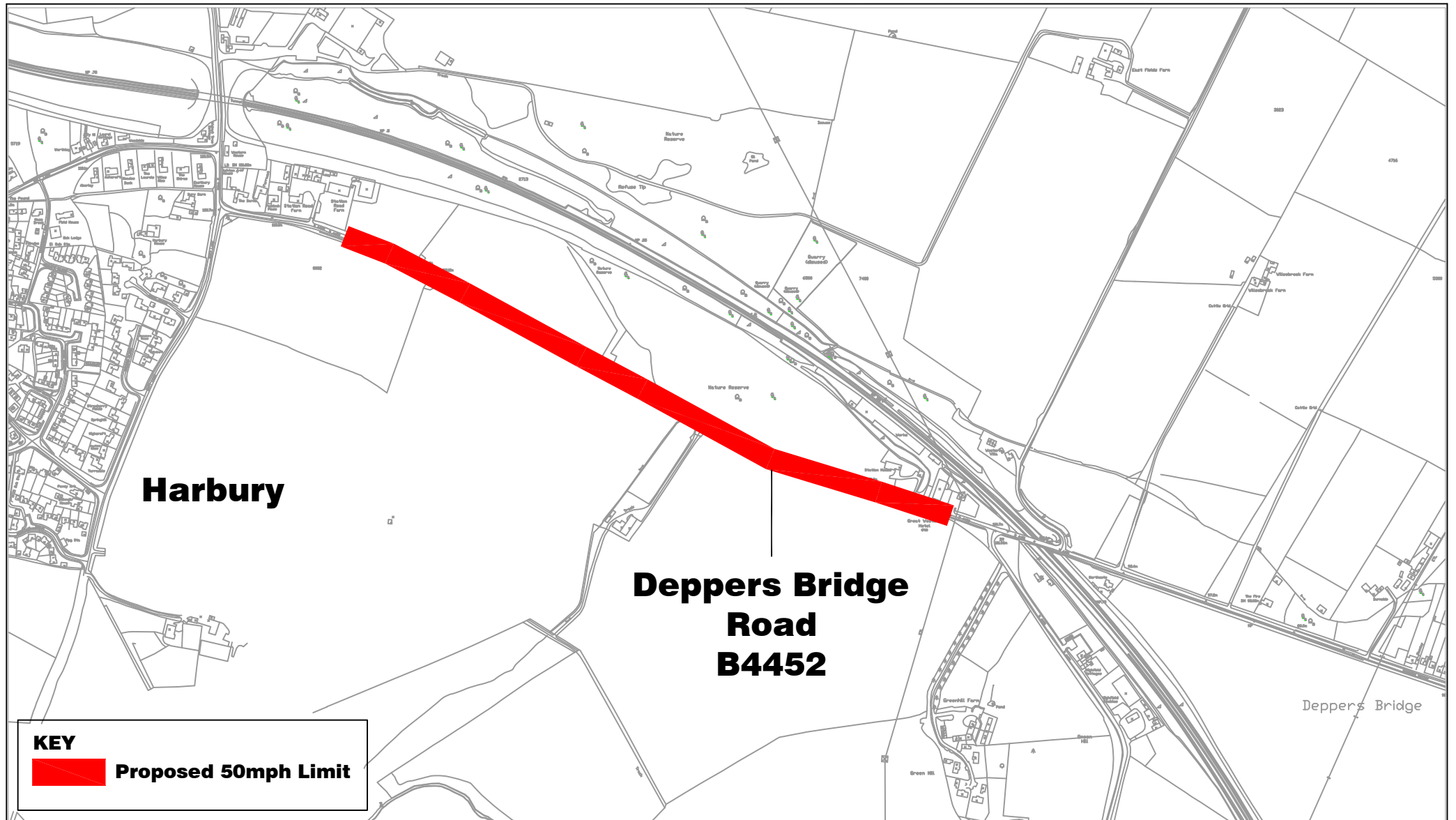
S/27 B4452 Deppers Bridge Road, Harbury (Drawing No. SLR/S/27)

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

Objector and Reasons – Warwickshire Police: The mean speed is not currently at or below the proposed limit. This road is the very essence of what a road user would consider to be a road subject to the national speed limit. Principals of circular 01/2006 seem to imply that reducing the speed limit should be a last resort. Unlikely that the new limit will be as effective in maintaining compliance as the present limit has been and the change would introduce an unserviceable enforcement burden. Reducing the speed limit alone should not be seen as an alternative for more costly engineering measures. By product of added infrastructure and maintenance vehicles, creating sign clutter and strike hazards.

Officers Comments - The proposal to reduce the speed limit to 50 mph was requested at the Stratford-upon-Avon speed limit review seminar with the Local Member present. This will achieve consistency with the proposed speed limit reductions on neighbouring roads where the nature of the surrounding environment is similar.

Recommendation – It is recommended that the proposal is implemented as advertised.




NTS	Ref No: SLR/S/27	Drawn JN	Checked JE	QA Form 19 02/96
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Stratford on Avon Joint Committee East
16th September 2008

B4452 Deppers Bridge Road
Proposed 50mph Limit



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**Speed Limit Review
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SPEED LIMIT REVIEW OBJECTIONS

A426 Rugby Road, Southam to Dunchurch

Existing Speed Limit: 60 mph No proposal to change speed limit.

Objector and Reasons – Stockton Parish Council: Objection regarding A426 not having 50mph speed limit. High accident rate including fatalities. Many vehicles leave the road therefore speed is a major factor in the cause of accidents.

Officers Comments – The section of the A426 from Dunchurch to Kites Hardwick is due to be reduced to 50 mph as part of the Rugby district speed limit review. The section from Kites Hardwick to the Southam bypass is not suitable for a 50 mph limit due to the nature and environment of the road.