

**STRATFORD-ON-AVON WEST JOINT COMMITTEE  
18 September 2008**

**Agenda Item 4 – Public Question Time**

**The Following has been received from Mr Chris Clewes:**

Thank you for the opportunity to present to the committee the worrying situation that exists in Sambourne and concerns our residents.

Sambourne is a village of about 150 households served by 'C' and 'D' class roads, four of which converge at the green at the heart of the village near to The Green Dragon. The residents and parish council are concerned by the speeding traffic using the village as a "rat run". The situation has existed for several years and is worsening. There is an increasing risk from vehicle-pedestrian conflict. The danger also extends to horse riders and cyclists – Sambourne lies on the Sustrans national cycle route and is a popular village to visit. A village appraisal showed that we have a substantial portion of elderly people. Many of these are infirm or physically handicapped and are particularly at risk. Crossing onto the green to enjoy the amenities is a major hazard for them.

The parish council has attempted to alleviate the problem and accompanying danger, taking whatever steps lie in its remit:

We funded a 5-point survey to quantify the problem. This showed that in places the mean speed exceeds the (40 mph) limit by 7 or 8 mph. The results were discussed at a meeting attended by J Maples M.P., county councillor Helen McCarthy, members of Traffic Group and the parish council. Concerns were expressed by all present.

We applied for the visiting SpeedVisor sign. We were added to the list of villages to be visited and when the scheme started the sign was installed every 6-8 weeks for a few days. The effect on speed was noticeable. As more villages applied to join the scheme so the sign appeared less and less often. It is seen only rarely these days.

We applied to be included in the Community SpeedAware scheme. The vehicle visits the village every few weeks. Again speeds are reduced by its presence.

We joined the PACT scheme. Police attend the parish council meetings and, together with support officers are seen quite often in the village. Again, the sight of a police officer in a DayGlo jacket has a marked effect. Recently Alcester Police have started deploying a laser speed check in the village.

Each of these measure helps but only while they are in operation. The rest of the time speeding continues unabated. The speed limit is currently being reviewed by Traffic Group. We have held several meetings with the engineers and enjoy a good working relationship with them. We understand that their remit is controlled by the DfT and Warwick County Council. There are two measures we feel would reduce the current level of risk from speeding traffic and on a continuous basis and would appreciate consideration by this committee – a 20 mph limit around the green and hard features at danger points identified to Traffic Group.

Although a 20 mph limit can be introduced without reference to Westminster, criteria are stipulated by WCC. Similarly, the scope of calming measures within a 30 mph area, without street lighting, are to an extent at the discretion of WCC. We appealed – with the support of Sustrans – to Mr Galland for Sambourne to be

considered for 20 mph with calming in the immediate vicinity of the green. This was declined. One of the criteria we failed to satisfy was because of our good safety record. We satisfied most of the others: we offered to contribute to funding the scheme, we showed there would be a benefit to vulnerable road users and we offered to contribute to a survey to establish speeds at the points of major concern.

We feel that hard calming measures – pinch-points and chicanes – are vital to reduce speed at certain identified places. In some of these there have been traffic accidents which caused no serious injury but were major in that they caused serious damage to roadside installations – telephone poles, walls and hedges. Fortunately no pedestrians were around at the time else fatalities would surely have resulted. We do not feel that signing and visual features on the road surface will reduce the risks. After all the present limit is regularly exceeded in these places – as shown by the survey carried out on our behalf – by 6-8 mph. Physical measures are needed. We have identified to Traffic Group several villages – some in Warwickshire – where these features are installed in unlit lanes. Communication with the respective parish councils leads us to believe the calming works.

In order to work towards a continuous solution we would appreciate Sambourne being considered for 20 mph with calming in the immediate vicinity of the green and hard features to reduce speed at dangerous sites in the proposed 30 mph zones. Our appeal to this committee is in no way meant to question the authority of anyone at County Council. We merely feel that a potentially dangerous situation can be avoided if these two requests are granted.

**The following response has been received from Mr Richard Elbourne**

A review of speed limits in Sambourne is being undertaken as part of the Village Speed Limit Review. Sambourne currently has a 40mph speed limit. WCC are seeking to implement a 30mph speed limit in the majority of the village in line with WCC policy and in accordance with DfT guidance. (Measures have been designed in accordance with WCC Policy SMS 11 (VSLR) and DfT Circular 01/2006 Setting Local Speed Limits, DfT Traffic Advisory Leaflet 1/04 Village Speed Limits)

Officers have been working closely with the Parish Council to develop a scheme to reduce traffic speeds in Sambourne and implement a 30mph speed limit. Measures proposed included the extension of parts of the existing 40mph speed limit, Gateway features which include new village nameplates, carriageway narrowings with coloured surfacing and reflective bollards at the entrances to the village, improved signing and road markings throughout Sambourne and a flashing vehicle activated sign. These measures are likely to have a 5 to 7 mph reduction in traffic speeds in Sambourne. Sambourne has an excellent safety record with not serious personal injury crashes in the last 3 years.

We believe that a scheme to introduce a 30mph speed limit into the majority of the village is the best that is achievable given that Sambourne does not have any street lighting, which precludes the use of speed humps in a 30mph limit.

Sambourne Parish Council are seeking a scheme which guarantees a reduction in through traffic and a reduction in vehicle speeds. Sambourne Parish Council see a 20mph speed limit as fundamental to these aims.

The committee may wish to consider funding a feasibility study into provision of a 20mph scheme for Sambourne. The committee may then wish to include any proposed scheme for consideration for funding from the Committee's Maintenance

and Road Safety Budget. The scheme could be jointly funded by the Joint Committee, a major contribution from the VSLR budget allocation for Sambourne together with a contribution from Sambourne Parish Council themselves.

In answer to the specific points that SPC raise in their question to the committee. I have inserted headings not in the original letter for clarity.

### **General**

*"The (Traffic volume/ Speed) situation has existed for several years and is worsening. There is an increasing risk from vehicle-pedestrian conflict".*

- **Traffic volumes have increased Nationwide. Taking Warwickshire a whole there is now 24% more traffic on Warwickshire's roads than in 1995. ( Warwickshire Observatory/DfT)**

*"The danger also extends to horse riders and cyclists – Sambourne lies on the Sustrans national cycle route and is a popular village to visit".*

- **Sambourne is on the National Cycle Network Route 5 and is popular with equestrians. There are no recorded accidents involving Cyclists or Horses.**

*"A village appraisal showed that we have a substantial portion of elderly people. Many of these are infirm or physically handicapped and are particularly at risk. Crossing onto the green to enjoy the amenities is a major hazard for them."* **N/C**

*"The parish council has attempted to alleviate the problem and accompanying danger, taking whatever steps lie in its remit":* **N/C**

*"We funded a 5-point survey to quantify the problem. This showed that in places the mean speed exceeds the (40 mph) limit by 7 or 8 mph."*

- **Traffic speed surveys were carried out in 2005 & 6 by WCC Highways & Traffic Information Team , commissioned by Sambourne PC. An additional survey was taken in 2007 by HTI at a second more 'urban' location on Middletown Lane.**

Location	85%ile	Mean	WCC PROPOSAL
Middletown Lane rural	48.3	40.5	retain ex 40
" urban	42.5	35.7	30
Oak Tree Lane	42.0	35.3	30
Sambourne Lane	35.2	29.8	30
Whitemoor Lane	38.9	33.2	30
Wyke Lane	35.2	28.9	30

*"The results were discussed at a meeting attended by J Maples M.P., county councillor Helen McCarthy, members of Traffic Group and the parish council. Concerns were expressed by all present".* **N/C**

## **Road Safety**

*"We applied for the visiting SpeedVisor sign. We were added to the list of villages to be visited and when the scheme started the sign was installed every 6-8 weeks for a few days. The effect on speed was noticeable. As more villages applied to join the scheme so the sign appeared less and less often. It is seen only rarely these days".*

- **Sambourne is included in the Speed Aware/Speed Visor scheme. Demand for the service has increased and with the existing resources this has led to a reduced frequency of visits by the flashing Speed Visor and SID signs. WCC Road Safety Engineering team is looking to improve the scheme and reduce the interval between visits.**

## **20MPH Speed Limit**

*"There are two measures we feel would reduce the current level of risk from speeding traffic and on a continuous basis and would appreciate consideration by this committee – a 20 mph limit around the green and hard features at danger points identified to Traffic Group."*

## **20mph Speed Limit Criteria**

*"Although a 20 mph limit can be introduced without reference to Westminster, criteria are stipulated by WCC. Similarly, the scope of calming measures within a 30 mph area, without street lighting, are to an extent at the discretion of WCC. We appealed – with the support of Sustrans – to Mr Galland for Sambourne to be considered for 20 mph with calming in the immediate vicinity of the green. This was declined."*

- **DfT guidance opposes the introduction of speed limits over distances of less than 600 meters and warns against too many changes in speed limit over a short distance.**
- **VSLR Policy (WCC Policy SMS 11) is for every Village to be considered for a 30mph speed limit.**

*"One of the criteria we failed to satisfy was because of our good safety record. "*

- **WCC intervention levels for an investigation into a location is for there to be a minimum of 6 personal injury crashes over 100metres in 3 years.**
- **With regard to the Accident history of the area immediately adjacent to the green there have been no personal injury accidents in the last 10 years.**
- **Sambourne as a whole : 1 slight injury in 2006 ( in Middletown as mentioned by Sambourne Parish Council )**

*"We satisfied most of the others: we offered to contribute to funding the scheme, we showed there would be a benefit to vulnerable road users and we offered to contribute to a survey to establish speeds at the points of major concern".*

### **WCC 20mph Speed Limit Criteria:**

WCC will consider introducing a 20mph speed limits where :-

- **Funding is available**
- **There is approval from Area Committee**
- **There are a high number of vulnerable road users**
- **There is justification in terms of safety and a significant history of personal injury crashes**
- **Where existing speeds are already low ( at or below 24mph) or where traffic calming can be installed.**

### **Sambourne compared to the criteria**

- **Funding : there is £15k available to carryout the Village Speed Limit Review for Sambourne. This is capital finance allocated under the annual LTP provision. A scheme to introduce a 20mph speed limit and 30mph with traffic calming and its associated signing and lighting is likely to cost considerably more than the available.**
- **Vulnerable road users: the National Cycle Network Route 5 does run through the village and the area is popular with equestrians. WCC does not currently have figures for Cyclist or Equestrian numbers.**
- **Accident History: Sambourne has a good accident history**
- **Traffic speeds: Traffic Speeds are in excess of 24mph.**

### **Traffic calming**

*"We feel that hard calming measures – pinch-points and chicanes – are vital to reduce speed at certain identified places."*

- **DfT Local Transport Note 01/07 states that calming measures, priority give-way build outs, pinch points and chicanes installed in a 30mph speed limit should be conspicuous to drivers in both day and night-time conditions and there should always be adequate street lighting in the areas around chicanes.**
- **Guidance from DfT is that the minimum length for a speed limit should not less than 600m (DfT Circular 01/06 Sect 6:6.3). For a 20mph zone centred on the green this would put the start of the zone at the current village nameplate on Wyke Lane. Traffic would travel from a derestricted 60 limit into an unlit 20mph speed limit with speed humps.**
- **A 20mph zone starting at the Green itself would result in a short length (150m) of 30mph limit from the Village nameplate. Shorter than Guidance recommends.**

- **Guidance from the DfT states that at pinch points and chicanes in a 30mph speed limit should be conspicuous to drivers in both day and night-time conditions with adequate street lighting.**
- **There are two types of 20mph limit : A 20mph limit and a 20mph zone.**

**A 20mph speed limit is suitable where traffic speeds are no higher than 24mph. The speed limit is identified by signs only and does not require any traffic calming.**

**20mph zone covers a number of streets in an area and where suitable traffic calming measures are used to restrict vehicle speeds and to provide a self enforcing element. The traffic calming measures in a 20mph zone do not require street lighting.**

- **A 20mph zone would require a 'buffer zone' of 30mph around it in order to reduce vehicle speeds prior to the traffic calming.**
- **Any traffic calming in the 'buffer zone' would require street lighting**
- **DfT Guidance states :- "The Department would not usually recommend the introduction of either a 20mph zone or 20mph limit on a through road in a village. To gain compliance with such a limit would usually require extensive speed reducing features which would be inappropriate in most villages. ( TAL 1/04)**

### **Accidents**

*" In some of these there have been traffic accidents which caused no serious injury but were major in that they caused serious damage to roadside installations – telephone poles, walls and hedges. Fortunately no pedestrians were around at the time else fatalities would surely have resulted. We do not feel that signing and visual features on the road surface will reduce the risks."*

- **With regard to the area immediately adjacent to and around the village green in Sambourne. There is pub with 2 accesses to its car park, a cross roads and 2 T junctions:**

**Accident History : 3 slight 1991, 1992 & 1998 - None in last 5 years**

- **Looking at Sambourne as a whole there has been 1 slight accident in 2006 ( in Middletown as mentioned by Sambourne Parish Council)**
- **WCC intervention levels for an investigation into a location is for there to be a minimum of 6 personal injury crashes over 100metres in 3 years.**

### **Speeds**

*"After all the present limit is regularly exceeded in these places – as shown by the survey carried out on our behalf – by 6-8 mph. Physical measures are needed."*

- **DfT Local Transport Note 01/07 states that calming measures, priority give-way build outs installed in a 30mph speed limit should be conspicuous to drivers in both day and night-time conditions and there should always be adequate street lighting in the areas around chicanes.**
- **Road humps must be lit. ( Highways (Road Hump) Regulations 1999) other than in a 20mph zone.**
- **There is no street lighting in Sambourne. The cost of providing street lighting for the traffic calming features would be in excess of the £15k budget for the scheme.**

*"We have identified to Traffic Group several villages – some in Warwickshire – where these features are installed in unlit lanes."*

- **B4451 Deppers Bridge nr. Southam has a 30mph limit. At each end of the village there is a build out type chicane with a priority give-way without street lighting. The scheme was introduced in 2002 due to local concerns over speeding traffic. Since their installation there have been 4 crashes directly attributed to the chicanes, 2 at night. WCC would not introduce such a scheme under current guidance and legislation.**

"Communication with the respective parish councils leads us to believe the calming works." **N/C**

"In order to work towards a continuous solution we would appreciate Sambourne being considered for 20 mph with calming in the immediate vicinity of the green and hard features to reduce speed at dangerous sites in the proposed 30 mph zones.

Our appeal to this committee is in no way meant to question the authority of anyone at County Council. We merely feel that a potentially dangerous situation can be avoided if these two requests are granted. "

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# Speed Limit Review - Stratford Area

## Approved Speed Limit Changes

Road No.	Road Name	Description	New Limit	Current Limit
<b>A3400</b>	Shipston Road	From the centre point of Shipston Road roundabout (at its junction with Stratford-upon-Avon Southern Relief Road), northwards for a distance of 240 metres and southwards to a point 602 metres north-west of its junction with New Road, Alderminster, a distance of 5.75 kilometres.	<b>50</b>	60
<b>A3400</b>	Birmingham Road	From the centre of One Elm Bridge over the Stratford upon Avon Canal, north-westwards to a point 195 metres south-east of its junction with the A46 (Warwick to Evesham Road), a distance of approximately 1.58 kilometres.	<b>30</b>	40
<b>A3400</b>	Shipston Road	From a point 91 metres south of its junction with Banbury Road (A422), to its junction with Shipston Road roundabout, a distance of 950 metres.	<b>30</b>	40
<b>A4189</b>	Gannaway Road	From a point 683 metres east of its junction with Wheelbarrow Lane, to a point 50 metres west of its junction with Curlieu Lane, a distance of 1.66 kilometres.	<b>50</b>	60
<b>A4189</b>	Warwick Road	From a point 407 metres west of its junction with Pettiford Lane, eastwards for a distance of 2673 metres, to a point 60 metres west of Hercules Lane.	<b>50</b>	60
<b>A4189</b>	Blackford Hill	From a point 77 metres south east of its junction with Arden Road, eastwards for a distance of 870 metres, to a point 407 metres west of its junction with Pettiford Lane.	<b>40</b>	60
<b>A4189</b>	Redditch Road Henley Road	From a point 285 metres east of its junction with Birmingham Road (A435) to a point 125 metres west of its junction with Brook End Drive, a distance of 7.3 kilometres.	<b>50</b>	60
<b>A422</b>	Banbury Road	From a point 399 metres south-east of its junction with Milestone Road, to a point 150 metres south-east of (and including) the A429 Ettington Road roundabout, a distance of 6.7 kilometres.	<b>50</b>	60
<b>A422</b>	Banbury Road	From a point 368 metres south-east of its junction with Avon Close, south-eastwards for a distance of 1442 metres, to a point 305 metres north-west of its junction with Halford Road	<b>50</b>	60
<b>A422</b>	Arrow Road	From the County Boundary, eastwards for a distance of 2524 metres, to a point 127 metres north-west of its junction with Park View.	<b>50</b>	60
<b>A423</b>	Southam Road	From a point 254 metres north of its junction with Model Village, to its junction with A426 Rugby Road, a distance of 1.71 kilometres.	<b>50</b>	60
<b>A423</b>	Banbury Road	From its junction with A425 Leamington Road, southwards to the Oxfordshire County Boundary, a distance of 13.1 kilometres.	<b>50</b>	60

<b>A425</b>	Southam Road	From the District Boundary, south-eastwards for a distance of 1.6 kilometres to a point 85 metres north of its northern most junction with White Hart Lane.	<b>50</b>	60
<b>A425</b>	Southam Road Leamington Road	From a point 255 metres east of its junction with Ufton Fields, generally eastwards to a point 790 metres west of its junction with the A423, a distance of 3179 metres.	<b>50</b>	60
<b>A435</b>	Birmingham Road Evesham Road	From the southern side of its junction with Toms Town Lane in the Parish of Studley, to the northern side of its junction with the A448 Studley – Bromsgrove Road at Spenal Ash in the Parish of Sambourne, a distance of approximately 846 metres.	<b>30</b>	40
<b>A44</b>	London Road	Between the Gloucestershire County Boundary and the Oxfordshire County Boundary, a distance of 4.5 kilometres.	<b>50</b>	60
<b>B4035</b>	Campden Road	From a point 82 metres south-west of its junction with Darlingscote Road, in a generally westerly direction to a point 73 metres west of its junction with Sadlers Avenue, a distance of approximately 466 metres.	<b>30</b>	40
<b>B4035</b>	Campden Road	From a point 73 metres west of its junction with Sadlers Avenue to a point 20 metres east of its junction with the A429 Fosse Way, a distance of 2000 metres.	<b>50</b>	60
<b>B4035</b>	Brailes Road	From a point 258 metres west of its junction with Castle Hill, westwards for a distance of 4400 metres, to a point 45 metres north-east of its junction with Fell Mill Lane.	<b>50</b>	60
<b>B4035</b>	Holloway Hill	From a point 195 metres south-east of its junction with Saltway Lane, eastwards to the Oxfordshire County Boundary, a distance of 2.2 kilometres.	<b>50</b>	60
<b>B4086</b>	Wellesbourne Road Stratford Road	From a point 30 metres east of its junction with Alveston Lane, eastwards for a distance of 4305 metres, to its roundabout with Ettington Road.	<b>50</b>	60
<b>B4087</b>	Newbold Road	From a point 145 metres south-west of its junction with Moreton Road, to a point 152 metres north-east of its junction with Whitehead Drive.	<b>50</b>	60
<b>B4087</b>	Newbold Road	From a point 352 metres south of its junction with Ashorne Road, south westwards to a point 145 metres south-west of its junction with Moreton Road, a distance of 600 metres.	<b>40</b>	60
<b>B4088</b>	Evesham Road	From the Worcestershire County Boundary at a point 170 metres south of its junction with the A422, southwards for a distance of 7371 metres to the Worcestershire County Boundary at a point 518 metres south of its junction with New Inn Lane.	<b>50</b>	60
<b>B4089</b>	Captains Hill	From a point 167 metres north-east of its junction with Gerard Road, north-eastwards for a distance of 1363 metres to a point 259 metres south-west of School Close.	<b>50</b>	60
<b>B4089</b>	Alcester Road	From a point 367 metres east of Park Lane, north-eastwards for a distance of 2436 metres, to a point 530 metres south-west of Whitehouse Hill.	<b>50</b>	60
<b>B4090</b>	Alcester Heath	From the Worcestershire County Boundary, south-westwards for a distance of 3787 metres, to its roundabout with the A435 Alcester By-Pass.	<b>50</b>	60
<b>B4092</b>	Jill Lane	From the Worcestershire County Boundary, eastwards and then north-eastwards for a distance of 2000 metres to its junction with The Slough.	<b>50</b>	60

<b>B4100</b>	Banbury Road	From its junction with the Fosse Way, for a distance of 2907 metres, to a point 158 metres north of Winyates Road.	<b>50</b>	60
<b>B4100</b>	Banbury Road	From a point 96 metres north-west of the roundabout with Kingsway, for a distance of 1702 metres to its roundabout with Gaydon Road.	<b>50</b>	60
<b>B4101</b>	Broad Lane	From a point 170 metres north-east of its junction with Earlswood Common, to the Solihull County Boundary, a distance of 4.1 kilometres.	<b>50</b>	60
<b>B4102</b>	Earlswood Common	From its junction with Broad Lane, northwards to a point 370 metres south of its junction with Springbrook Lane, a distance of 530 metres.	<b>40</b>	60
<b>B439</b>	Bordon Hill	From a point 88 metres west of its junction with Luddington Road (centre line), westwards for a distance of 747 metres.	<b>40</b>	50
<b>B439</b>	Evesham Road Stratford Road	From a point 100 metres east of its junction with Grafton Lane, Bidford on Avon, eastwards to a point 835 metres west of its junction with Luddington Road (centre line), a distance of 7.77 kilometres.	<b>50</b>	60
<b>B439</b>	Salford Road	From a point 246 metres south-west of its junction with Harbour Close, to its junction with the A46, a distance of 771 metres.	<b>50</b>	60
<b>B4451</b>	Deppers Bridge Station Road	From a point 160 metres east of its junction with Station Road (centre line), westwards to a point 60 metres west of its junction with Station Road (centre line), a distance of 220 metres.	<b>40</b>	60
<b>B4451</b>	Gaydon Road	From a point 427 metres south-west of its junction with Knightcote Road, to a point 73 metres north of its junction with the B4100, distance of 3637 metres.	<b>50</b>	60
<b>B4451</b>	Kineton Road	From a point 60 metres west of its junction with Harbury Road, to a point 715 metres south of its junction with A425 Leamington Road, a distance of 1672 metres.	<b>50</b>	60
<b>B4451</b>	Deppers Bridge Station Road	From its junction with the B4451 Deppers Bridge, southwards for a distance of 850 metres.	<b>50</b>	60
<b>B4452</b>	Ufton Road	From its junction with Southam Road (A425), southwards to a point 365 metres south of its junction with Ufton Fields, a distance of 1.89 kilometres.	<b>50</b>	60
<b>B4452</b>	Deppers Bridge Road	From a point 60 metres north-west of its junction with the B4451 Station Road (centre line), north-westwards for a distance of 933 metres.	<b>50</b>	60
<b>B4632</b>	Campden Road	From its junction with the Shipston Road, Stratford upon Avon, to the Gloucestershire County Boundary, a distance of 9.55 kilometres.	<b>50</b>	60