

AGENDA MANAGEMENT SHEET

Name of Committee **Stratford on Avon Area Committee**

Date of Committee **15th March 2006**

Report Title **Kineton Village Speed Limit Review**

Summary Following formal advertisement of the proposed 30 mph and 40 mph speed limit on the B4086 Banbury Road, Kineton, five objections from residents were received.

 Associated engineering measures include improved village and speed limit gateway signs, speed limit repeater signs and carriageway roundels, warning signs and vehicle activated signs.

 This report considers the objections and recommends that the existing 40 mph speed limit should be retained but with a 36 metre extension of the 30 mph speed limit as advertised.

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

Background Papers Consultation responses

CONSULTATION ALREADY UNDERTAKEN:- *Details to be specified*

- Other Committees
- Local Member(s) Councillor D Booth – no objections
(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 No objections
- Other Bodies/Individuals Kineton Parish Council, Emergency Services,
National Farmers Union, Road Haulage
Associations, Residents.

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

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Kineton Village Speed Limit Review

Report of the Strategic Director of Environment and Economy

Recommendation

1. That the existing 40 mph limit be retained on the B4086 Banbury Road, Kineton with a 36 metre extension of the 30 mph speed limit as advertised.
2. That speed reducing measures be introduced as described in this report to encourage compliance with both speed limits.

1. Introduction

- 1.1 Following formal advertisement of a proposed extension to the 30 mph on the B4086 Banbury Road, Kineton, five objections were received. This report considers the objections and recommends the actions which should be taken.

2. Background

- 2.1 The speed limit on Banbury Road, Kineton has been investigated as part of the County Council's Village Speed Limit Review.
- 2.2 The central area of the village of Kineton is currently subject to a 30 mph speed limit. On the B4086 Banbury Road this extends adjacent to the High School, where the speed limit then changes to 40 mph. (see **Appendix A**).
- 2.3 Vehicle speed surveys carried out on the B4086 in connection with the Speed Review indicated a poor level of compliance with the existing 30mph and 40mph speed limits. The County Council policy on speed limits, which is based on current national guidelines, permits speed limits to be lowered only when a consequent reduction in vehicle speed can reasonably be expected. Engineering measures may be used to achieve appropriate speed reductions. (see **Appendix B**).
- 2.4 In January 2005 Kineton Road Safety Group submitted a petition with 650 signatures supporting the need for traffic calming to reduce speeds in Kineton.

- 2.5 Initial proposals from the Speed Review involved extending the 30 mph limit to the extent of the current 40 mph limit on the Banbury Road. The proposals included additional road signs, road narrowings and an extension of the street lighting. Initially, Kineton Parish Council supported this scheme.
- 2.6 Consultation letters were sent to residents outlining the above proposals and an exhibition held in the Village Hall on 4th July 2005. The majority of respondents were in favour of a 30 mph speed limit, but 24% objected to or expressed concerns regarding the proposed engineering measures and street lighting. This prompted further discussions with the Parish Council, who requested an alternative scheme to be designed for their consideration.
- 2.7 An alternative scheme was developed which involved a short extension to the existing 30 mph limit to protect the school entrance and the retention of the remainder of the 40 mph limit. This scheme involves only a minor extension of the street lighting and does not employ road narrowings. "Light speed" reducing measures are proposed to encourage compliance with the speed limits. These include improved village and speed limit gateway signs, speed limit repeater signs with carriageway roundels, warning signs and vehicle activated signs. This combination of measures implemented in other villages by the Village Speed Limit Review initiative, has reduced vehicle speeds by up to 7.6 mph.
- 2.8 Kineton Parish Council resolved in its meeting on 13th July 2005 not to proceed with the original 30mph scheme, but to support the alternative scheme described in 2.7 above.

3. Formal Consultation

- 3.1 Legal notices advertising the proposed extension of the 30mph and the retention of the 40 mph speed limit Order were placed in the Stratford Herald on the 10th November 2005, with the objection period ending on the 2nd December 2005. Notices were also placed on street, advertising the Order.
- 3.2 Letters were sent advertising the Order to the local Member, Parish Councils, local residents, Warwickshire Police, Emergency Services, Road Haulage Associations and other external organisations.
- 3.3 The Police have no objections to the proposals.
- 3.4 The local Member, Councillor Booth has no objections to the proposals.
- 3.5 Kineton Parish Council supports the proposals.

4. Objections

- 4.1 Meetings have been held with residents of Banbury Road to discuss their objections. A further meeting with them is to be held prior to the March Area Committee and a verbal update on the outcome will be given to Members.
- 4.2 Five formal letters of objection from residents of Banbury Road were received raising the following points:-

4.3 **Objection: Point One**

- (i) The 40 mph speed limit being retained is considered unacceptable for Banbury Road. Request for the scheme to be modified to introduce a 30 mph speed limit.

4.4 **Response**

- (i) As the existing 85%ile speeds are 49.5mph on Banbury Road, the introduction of a self enforcing 30 mph speed limit that meets the County Council Speed Limit Policy, is only achievable with the introduction of extensive engineering features to alter the road environment.
- (ii) During public consultation Kineton residents expressed concerns at the urbanisation of the village that this would cause and the Parish Council resolved not to introduce a 30mph scheme with engineering features.
- (iii) The advertised proposal includes less intrusive speed reduction features to achieve a better compliance with the 40 mph speed limit.

4.5 **Objection: Point Two**

- (i) Speeds have increased causing a difficulty in crossing the road and danger to children.

4.6 **Response**

- (i) No injury accidents have been reported in the last three years on Banbury Road.
- (ii) The proposals are anticipated to reduce actual vehicle speeds on Banbury Road and include an extension to the 30 mph speed limit to protect the school entrance.

5. **Conclusion**

- 5.1 Kineton Parish Council does not support the introduction of engineering features necessary for the introduction of a self enforcing 30 mph speed limit. Support is given to the advertised proposals, which they considered more suitable with reductions in traffic speed for less cost, less intrusive signage and limited engineering works.
- 5.2 The advertised proposals have the support of the Local County Council Member and Warwickshire Police.
- 5.3 The advertised proposals are expected to be effective in reducing vehicle speeds.

- 5.4 It is recommended that the existing 40 mph speed limit be retained on the B4086 Banbury Road, Kineton with a 36 metre extension of the 30 mph speed limit as advertised.

JOHN DEEGAN
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1 March 2006

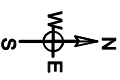


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Kinneton Village Speed Limit Review

B4086 Banbury Road Proposed Speed Limit Extents

Plan A



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Kineton Village Speed Limit Review

1. The Department for Transport (DfT) Circular Roads 1/93, sets out the criteria that are to be used in setting local speed limits. It states “speed limits should be lowered only when a consequent reduction in vehicle speed can reasonably be expected”. The DfT procedure to determine what limit should be set is as follows; “If the observed 85thile speed is within 7 mph or 20% of the proposed limit, the limit may be introduced. If the 85thile speed is not within 7 mph or 20% of the proposed limit, either: impose a higher limit in the expectation that it will reduce vehicle speed (but probably not to the optimum level); or alter the environment/road geometry so as to achieve speeds closer to the desired speed and then introduce the lower limit.
2. The DfT road safety strategy Tomorrow’s Roads – Safer for Everyone, included a commitment to update the guidance to local authorities on the setting of local speed limits, which is currently set out in Circular Roads 1/93. The DfT is now circulating the proposed revised guidance for consultation to replace Circular Roads 1/93. It is believed that the proposed measures on the B4086 Banbury Road would satisfy this revised guidance.
- 3, Vehicle speed surveys were carried out on the B4086 Banbury Road Kineton, which indicated an 85th percentile speed of 49.5 mph near Brooklands Farm and 39.4 mph at the point where the existing 30mph speed limit starts near Kineton High School (see **Appendix A**). This indicates a poor level of compliance with the existing speed limits. The 85th percentile speed is the speed at which 85% of drivers travel at or below. It is the speed measurement used nationally and by the Police in assessments for speed limits.