

**AGENDA MANAGEMENT SHEET**

**Name of Committee** Warwick Area Committee

**Date of Committee** 13th March 2007

**Report Title** Myton Road, Warwick - Proposed 30 mph Speed Limit

**Summary** Following formal advertisement of the proposed 30 mph speed limit on Myton Road, Warwick, seven objections from residents were received.  
Associated engineering measures include the provision of pedestrian refuges and vehicle activated signs.  
This report considers the objections and recommends that the 30 mph speed limit should be implemented as advertised.

**For further information please contact** Jo Edwards  
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**Would the recommended decision be contrary to the Budget and Policy Framework?** Yes/No

**Background Papers** Objections and letters/emails of support.

**CONSULTATION ALREADY UNDERTAKEN:-** *Details to be specified*

Other Committees  .....

Local Member(s)  Councillor Mrs M Haywood – has 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 – comments incorporated.
- Finance  .....
- Other Chief Officers  .....
- District Councils  .....
- Health Authority  .....
- Police  No objections.
- Other Bodies/Individuals  Warwick Town Council, Emergency Services,  
National Farmers Union, Road Haulage  
Associations, Schools, 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  .....

**Warwick Area Committee – 13th March 2007**

**Myton Road, Warwick - Proposed 30 mph Speed Limit**

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

**Recommendation**

That the 30 mph speed limit should be implemented on Myton Road, Warwick as advertised.

**1. Introduction**

- 1.1 Following formal advertisement of a proposed 30 mph speed limit on Myton Road, Warwick, seven objections were received. This report considers the objections and recommends that the speed limit be implemented as advertised.

**2. Background**

- 2.1 The speed limit on Myton Road, Warwick 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 "Hot Spot" locations, there are routes within the County on which there are significant numbers of injury accidents, but on which there are no "Hot Spots". To ensure that these routes are addressed, hot spot 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 A425 (from its junction with Sydenham Drive to Warwick) has been identified as such a route. (No. 4 on the route list).

- 2.5 Myton Road was identified as one of the locations situated on this section of the A425 as having a relatively high number of accidents involving injury. There have been a total of 16 accidents involving injury within the last three years (from January 2003 until March 2006), resulting in 18 casualties.
- 2.6 Myton Road is predominantly residential in nature. There are three schools along the road which generate large volumes of traffic during the “school-run” hours. There is an off-carriageway segregated cycle lane, a toucan crossing and a puffin crossing. Situated near to the schools is an access into Myton Fields car park which attracts large numbers of visitors during the weekends and the summer. The existing speed limit is 40 mph.
- 2.7 Vehicle speed surveys have been carried out at the following three locations:

Location	85%ile *	Mean
Banbury Road end	38 mph	32 mph
Between Warwick School and Myton School	41 mph	35 mph
Near to “Homebase”	39 mph	33 mph

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

- 2.8 The majority of accidents involved either a turning manoeuvre being carried out or a “rear shunt” type accident. Although speeding 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. 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 Myton Road include the provision of pedestrian refuges and vehicle activated signs. (These are shown in outline on the drawing attached as **Appendix A** and in more detail on the plan to be displayed at the Committee meeting). (The pedestrian refuges have already been installed).

- 3.1 Consultation has been carried out with the Local Member, Warwick Town Council, Warwickshire Police, Emergency Services, Road Haulage Associations and the Head Teachers at Myton School, Warwick School, Warwick Preparatory School and all Myton Road residents.
- 3.2 The Police have no objections to the proposals.
- 3.3 The Local Member Councillor Mrs Haywood has no objections to the proposals.
- 3.4 The proposals are supported by Warwick School, Myton School, the Ambulance Service and Warwick Town Council. Eighteen letters of support have been received from local residents.

#### **4. Objections**

- 4.1 Legal notices advertising the proposed 30 mph speed limit were placed in the Leamington/Warwick Courier on the 4th January 2007, with the objection period ending on the 26th January 2007. Notices were also placed on street, advertising the Order.
- 4.2 Seven letters/emails of objection from residents of Myton Road were received raising the following points:-
- (i) **Objection:** The present speed limit is not enforced.
- Response:** The speed surveys carried out indicate that the existing speed limit is well observed. Therefore, enforcement has not been a high priority for the Police. The Police have been consulted and have not formally objected.
- (ii) **Objection:** The use of speed cameras should be considered.
- Response:** The issue of speed cameras has been raised by various residents. However, the existing criteria for their use would not be met for Myton Road.
- (iii) **Objection:** The suggested enforcement initiatives are not the most suitable for this type of road.
- Response:** Pedestrian refuges and interactive signs have both been used successfully and effectively as engineering measures in terms of reducing casualties. These measures are used at those locations, where the speed limits may not work on their own and therefore, to meet the objective of reducing casualties, it is essential that speed reducing features are implemented.
- (iv) **Objection:** More priority should be given to other road users. The cycleway should be upgraded to include "right of way" for cyclists at the side roads.

**Response:** Drivers are not used to giving way to cyclists at side roads, so introducing such a system would carry a high risk of collisions. The existing cycle path works well in terms of casualties. Other road users are well catered for along Myton Road, as there is already a toucan crossing, a puffin crossing and pedestrian refuges.

- (v) **Objection:** The current speed limit of 40 mph is not enforced and I do not believe that a speed limit of 30 mph is necessary for this road.

**Response:** With regard to enforcement, the speed data collected indicates that the existing 40 mph speed limit is well obeyed. It is anticipated that the proposed 30 mph speed limit supported by engineering measures will result in reasonable compliance. However, a minority will continue to drive at inappropriate speeds. It is very difficult for those drivers to be targeted through engineering measures.

- (vi) **Objection:** The introduction of a 30 mph speed limit should be considered during peak periods only.

**Response:** A variable speed limit would not meet the objective of reducing casualties. This is due to the volume of traffic using Myton Road at peak times and therefore the speed of vehicles is naturally much lower.

- (vii) **Objection:** The proposed speed limit is unrealistic and is not justified for the road in question.

**Response:** The nature of Myton Road and its environment naturally attracts a speed limit of 30 mph. The number of casualties reinforces this view. As discussed in para. 2.7, the majority of accidents involved either a turning manoeuvre or a rear shunt type accident. A lower speed limit will certainly assist in reducing this type of accident as drivers will have more time to be aware of hazards i.e. cyclists, pedestrians and turning vehicles.

- (viii) **Objection:** Challenges the methodology used to generate the proposed estimate of accident and casualty reduction. Numerous requests have been received from the objector concerning this issue and information has been supplied in response. (All emails are available as "background papers").

**Response:** The method used is the standard approach for assessing potential casualty reduction schemes in Warwickshire. It is based on research and guidance supplied by the Department for Transport and Transport Research

Laboratory. Almost all local authorities use the same basic approach, although there are slight variations in its detailed application. With regard to your specific request querying the methodology applied in calculating the First Year Rate of Return (FYRR). The FYRR is a simple, practical method of economic evaluation that is widely used throughout the country. The FYRR is calculated using the following formula:

$$\%FYRR = \frac{\text{Annual Accident Savings} \times 100}{\text{Scheme Cost}}$$

The number of accidents assessed is usually all those collisions occurring in the three year period prior to the scheme investigation.

The estimated number of accidents saved is based on different evidence including; local data demonstrating the effect of similar schemes/features and national evidence of savings from schemes /features. The value of preventing an accident is taken from the Department for Transport's Highways Economics Note.

- 4.3 The objector challenges not only the way Warwickshire has applied the advice and guidance but also the research and guidance itself.
- 4.4 Officers are confident of the methodology based on national research and the experience of its previous use in Warwickshire.

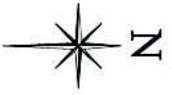
## **5. Conclusion**

- 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 30 mph speed limit along Myton Road be implemented as advertised.

JOHN DEEGAN  
Strategic Director of Environment and Economy  
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21st February 2007

Proposed 30 mph Speed Limit



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Scale: As Shown Ref. No. 9/2/A425-53

Warwick Area Committee - 13 March 2007 Drawn: TN

Subject: Myton Road Proposed 30mph Speed Limit Appendix A Plan No.: 9-2-8425-53/11

0mm 50mm

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