

**AGENDA MANAGEMENT SHEET**

**Name of Committee** Warwick Area Committee

**Date of Committee** 8th May 2007

**Report Title** Queensway, Leamington Spa - Proposed Speed Cushions

**Summary** Following formal advertisement of the proposed speed cushions on Queensway, within Leamington Spa, one objection has been received. Associated engineering measures include the provision of pedestrian refuges. This report considers the objection and recommends that the speed cushions should be implemented as advertised.

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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.  
Drawing no: SE/AA/D4602/201.  
Drawing no: C-005.

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

Other Committees  .....

Local Member(s)  Councillor M Singh – 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 – agreed.

- 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 - 8th May 2007**

**Queensway, Leamington Spa - Proposed Speed Cushions**

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

**Recommendation**

That the speed cushions should be implemented on Queensway, Leamington Spa as advertised.

**1. Introduction**

- 1.1 Following formal advertisement of proposed speed cushions on Queensway, Leamington Spa, one objection has been received. This report considers the objection and recommends that the cushions be implemented as advertised.

**2. Background**

- 2.1 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.
- 2.2 Queensway has a poor accident record (which is set out below) that gives it a high priority for a casualty reduction scheme. There have been a total number of 12 accidents involving injury within the last three years (from January 2004 until October 2006), resulting in 18 casualties.
- 2.3 Queensway is approximately 1.1km in length and is accessed via a roundabout junction with the A452 (Europa Way) at its western end and via a signalised crossroads junction with the B4087 (Tachbrook Road) at its eastern end. There is a 30mph speed limit along the whole length of Queensway. Queensway is a two way single carriageway with a shared use cycleway/footway and also present is a Toucan crossing. The northern side of Queensway is mainly residential in nature, with properties set well back from the edge of the carriageway. A wide verge area which includes trees and a footway is present between the properties and the carriageway. Situated at the western end is a fast food outlet/drive-through and a public house. A primary school is located at the eastern end. The area to the south of Queensway is exclusively business premises and trading estates all set well back from the edge of the carriageway.

2.4 There are numerous junctions situated on Queensway, along with private accesses on both sides of Queensway on both the southwest (leading to business premises) and the northeast (leading to residential properties) sides.

2.5 Vehicle speed surveys have been carried out at the following locations:-

<b>Location</b>	<b>85%ile *</b>	<b>Mean</b>
Outside No.4 Queensway (both direction)	39.6mph	31.8mph
Northwestbound	39.2mph	31.5mph
Southeastbound	40.0mph	32.2mph

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

2.6 There have been 12 Personal Injury Collisions along the length of Queensway, nine of which resulted in a slight injury and a further three resulted in a serious casualty. The main causation factor was 'Failing to Give Way' (5) followed by Shunt (3), Loss of Control (3) and Pedal Cycle (3).

2.7 There are no hot-spot locations along this route and no patterns are discernable. This route is 1.1 km long giving it an accident rate of 3.7 Personal injury collisions per/km/year, which is well above the County average of 0.26 PIC/km/year for an urban 'other' class road.

2.8 The installation of speed cushions will result in a decrease in vehicle speeds. This will address a significant percentage of the 'fail to give way', shunt and loss of control type accidents as drivers will be more alert to their surroundings and therefore less likely to misjudge the environment in which they are driving.

2.9 Engineering measures proposed to support speed cushions on Queensway include the provision of a pedestrian refuge at either end of the cushion scheme. (These are shown on the drawing no SE/AA/D4602/201 which is available for inspection as a background paper and will be displayed at the Committee meeting.)

### **3. Formal Consultation**

3.1 Consultation has been carried out with the Local Member, Warwick District Council, Warwickshire Police, Emergency Services, Road Haulage Associations and all Queensway residents and proprietors.

3.2 Warwickshire Police have no objections to the proposals.

3.3 The Local Member, Councillor Mota Singh, has no objections to the proposals.

3.4 West Midlands Ambulance Service has no objections to the proposals.

## 4. Objections

4.1 Legal notices advertising the proposed speed cushions were placed in the Leamington/Warwick Courier on the 1st March 2007, with the objection period ending on the 16th March 2007. Notices were also placed on street, advertising the Order.

4.2 One letter of objection was received raising the following points:-

(i) **Objection**

The installation of speed cushions will effectively reduce the speed below the legal limit.

**Response**

The Highway Code states that 'the speed limit is the absolute maximum and does not mean it is safe to drive at that speed irrespective of conditions. Driving at speeds too fast for the road and traffic conditions can be dangerous'. The proposal to install speed cushions on Queensway is in response to a poor accident record along this road, and the engineering measures planned will reduce traffic to a speed that is appropriate for the driving conditions experienced.

(ii) **Objection**

There are more appropriate 'traffic calming' measures that could be used which do not cause vehicle damage.

**Response**

The design of speed cushions allows vehicles to effectively straddle the feature at its maximum height in a way not afforded by traditional speed humps. Research on the effects that speed cushions have on vehicles has demonstrated that, providing vehicles approach the cushions at an appropriate speed, the effect that they have on vehicles is not outside that experienced during normal driving activities.

(iii) **Objection**

There is evidence to show that the proposed measures may cause accidents. The objector cites an accident which occurred at a raised platform style feature.

**Response**

The feature highlighted by the objector is not included in the Queensway proposals. Research has shown speed cushions to be effective in reducing and controlling vehicle speeds.

(iv) **Objection**

Speed cushions can make driving uncomfortable for individuals with certain medical conditions.

**Response**

If approached at an appropriate speed, cushions can be navigated with limited vehicular disruption so discomfort to drivers can be minimized.

**5. Conclusion**

- 5.1 The advertised proposals are expected to be effective in reducing vehicle speeds and therefore reducing casualties.
- 5.2 It is recommended that the proposed speed cushions along Queensway be implemented as advertised.

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26th April 2007