

Portfolio Holder Decisions/Leader Decisions

Date: Wednesday 2 June 2021
Time: 12.00 pm

Membership

Portfolio Holder for Planning and Transport

Items on the agenda: -

1. **Welsh Road East, Southam - 40mph speed limit buffer zone** 3 - 14

Monica Fogarty
Chief Executive
Warwickshire County Council
Shire Hall, Warwick

Disclosures of Pecuniary and Non-Pecuniary Interests

Members are required to register their disclosable pecuniary interests within 28 days of their election of appointment to the Council. Any changes to matters registered or new matters that require to be registered must be notified to the Monitoring Officer as soon as practicable after they arise.

A member attending a meeting where a matter arises in which they have a disclosable pecuniary interest must (unless they have a dispensation):

- Declare the interest if they have not already registered it
- Not participate in any discussion or vote
- Leave the meeting room until the matter has been dealt with
- Give written notice of any unregistered interest to the Monitoring Officer within 28 days of the meeting

Non-pecuniary interests relevant to the agenda should be declared at the commencement of the meeting.

The public reports referred to are available on the Warwickshire Web <https://democracy.warwickshire.gov.uk/uuCoverPage.aspx?bcr=1>

Public Speaking

Any member of the public who is resident or working in Warwickshire, or who is in receipt of services from the Council, may speak at the meeting for up to three minutes on any matter within the remit of the Committee. This can be in the form of a statement or a question. If you wish to speak please notify Democratic Services in writing at least two working days before the meeting. You should give your name and address and the subject upon which you wish to speak. Full details of the public speaking scheme are set out in the Council's Standing Orders.

Decision Record – Objections to proposed speed limit change on Welsh Road East Southam

Portfolio Holder	Portfolio Holder for Transport and Planning
Date of decision	2 June 2021
	Signed

Decision taken

That the Portfolio Holder for Transport and Planning approves (1) the implementation of a 40mph speed limit as advertised in accordance with the Road Traffic Regulation Act 1984. The site is located on Welsh Road East Southam.

Reasons for decisions

Where objections have been received to advertised traffic orders it is necessary for the Portfolio Holder to decide on the orders.

Background Information

The scheme comprises a reduction in the speed limit on Welsh Road East from national speed limit (60 mph) to 40 mph for a distance of 600m in a south easterly direction as shown in Appendix 1.

The proposed traffic orders were advertised on 19 November 2020. Warwickshire Police have objected to the proposed speed limit order and have made comments in relation to this.

County Councillor Andy Crump has supported the proposed speed limit order due to the new development to the east of Southam beyond Spitfire Lane.

Warwickshire Police objection to speed limit change

Warwickshire Police support the principle that when drivers comply with a reduced speed limit there are tangible benefits including, reducing the frequency and severity of injury road collisions and improving people's sense of wellbeing in their local communities as well as when using the roads, it should be re-iterated that limits should largely rely on their self-regulating qualities.

The proposal is not accompanied with any speed survey data which makes it very difficult to assess this proposed limit, I am of course aware of the affects that Covid-19 restrictions are having and the difficulties in obtaining representative data. Having visited the location I can understand that it would be beneficial, in light of the new development, to reduce the actual speed of vehicles along that road. However, I'm not sure the signage alone would have the desired effect. The road in nature is wide, fairly straight, fast, rural stretch of carriageway which lends itself to overtaking opportunities prior to entering the built-up area, or on leaving it in the opposite direction. I cannot see that, without further engineering measures, there will be any tangible

degree of compliance to a new 40mph speed limit and I fear that this will be placing an unacceptable expectation of enforcement on Warwickshire Police.

Warwickshire Police would request that additional Engineering features be considered at this proposed terminal point, that seek to reinforce to drivers the change of environment, supplementary gateway features as well as the markings and roundels on the road surface for example, therefore promoting self-regulating compliance.

Warwickshire Police, whilst adopting a position of non-objection, are keen to work with the highway authority to consider additional Engineering features that seek to reinforce to drivers the change of environment. This will both help to prevent the creation of an unrealistic expectation of compliance, where at present none exists and support the speed reductions required.

Response: Dragons teeth markings, 40 mph roundels and the use of repeater signs along the 600m stretch of road have also been added to the scheme design with a gateway feature added at the start of the proposed 40mph speed limit (see Appendix 2). Due to the road not being street lit we could not add further speed reducing features to make this scheme self-enforcing but looking at future funding possibilities to make this possible.

Financial Implications

Under the local Councillors Delegated Budget Capital spending finances the cost of the works will be fully funded.

Environmental Implications

The environmental impacts of delegated Budget highway schemes are considered as part of the process.

The contractors on the Council's Framework Contract for the Provision of Engineering and Construction Works (WCC 6012) have all demonstrated that they hold a certificate of compliance with BS EN ISO 140001 (or equivalent) or have otherwise satisfactorily demonstrated their policies and arrangements for the management of construction-related environmental issues.

Report Author	Chris Round chrisround@warwickshire.gov.uk
Assistant Director	Scott Tompkins
Lead Director	Strategic Director for Communities
Lead Member	Portfolio Holder for Transport & Planning
Urgent matter?	No
Confidential or exempt?	No
Is the decision contrary to the budget and policy framework?	No

Lists of reports considered

Not Applicable

List of background papers

Police objection in the form of letter & email.

Members and officers consulted and informed

Portfolio Holder – Councillor Clarke

Corporate Board – NA

Legal – Ian Marriot

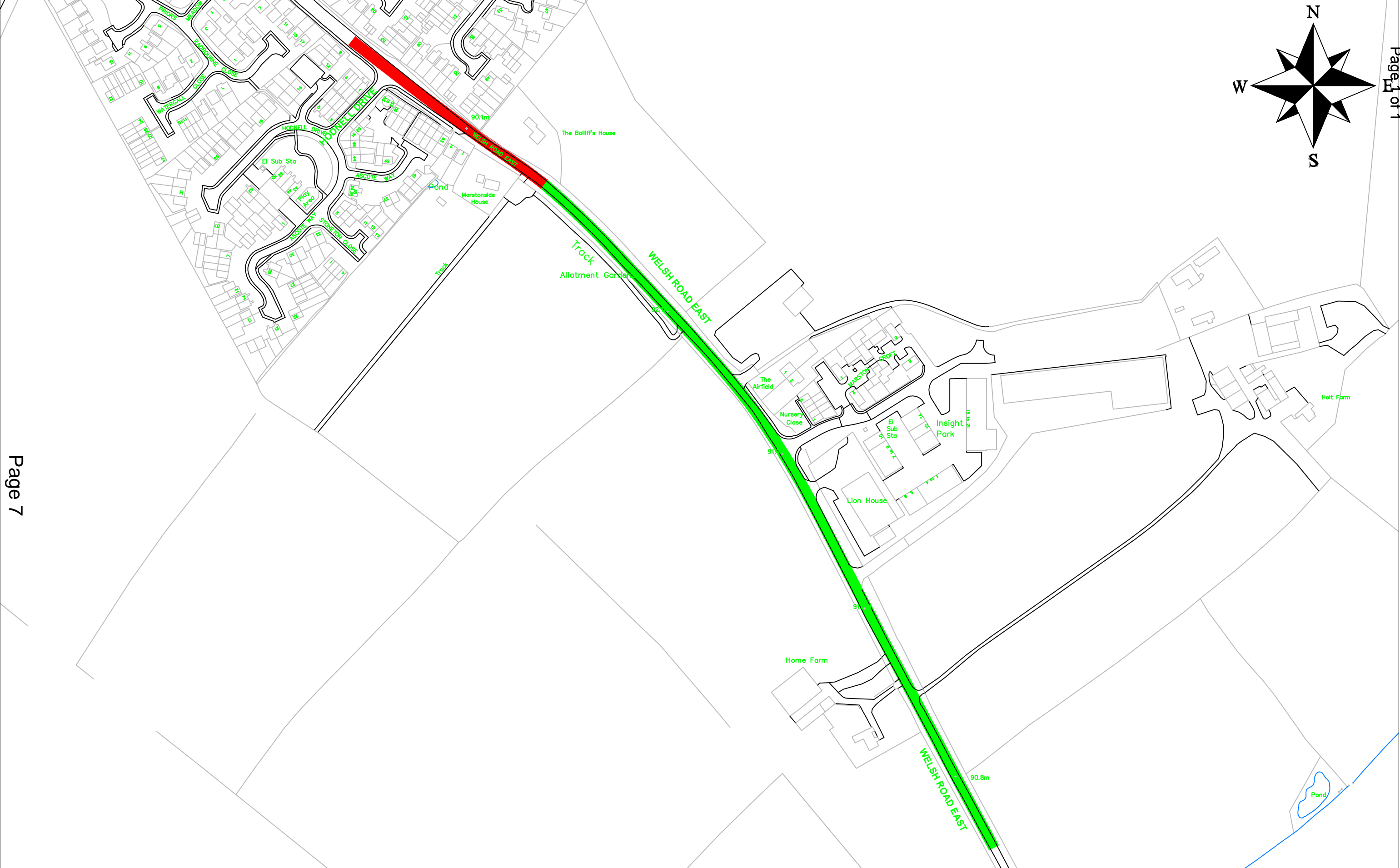
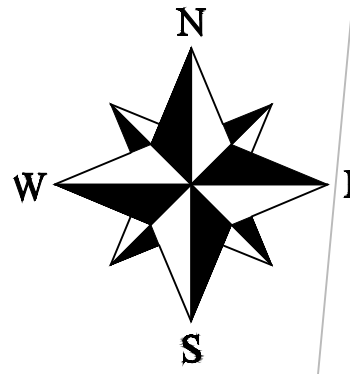
Finance – Andrew Felton

Equality –

Democratic Services – Isabelle Moorhouse/Helen Barnsley

Councillors – Local Member(s): Cllr Crump (Southam South)

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Warwickshire County Council
TRANSPORT AND ECONOMY

Traffic & Road Safety
 Communities,
 Shire Hall Post Room
 Warwick, CV34 4SP
 Tel.: 01926 410410

www.warwickshire.gov.uk
<mailto:communities@warwickshire.gov.uk>

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Key :-

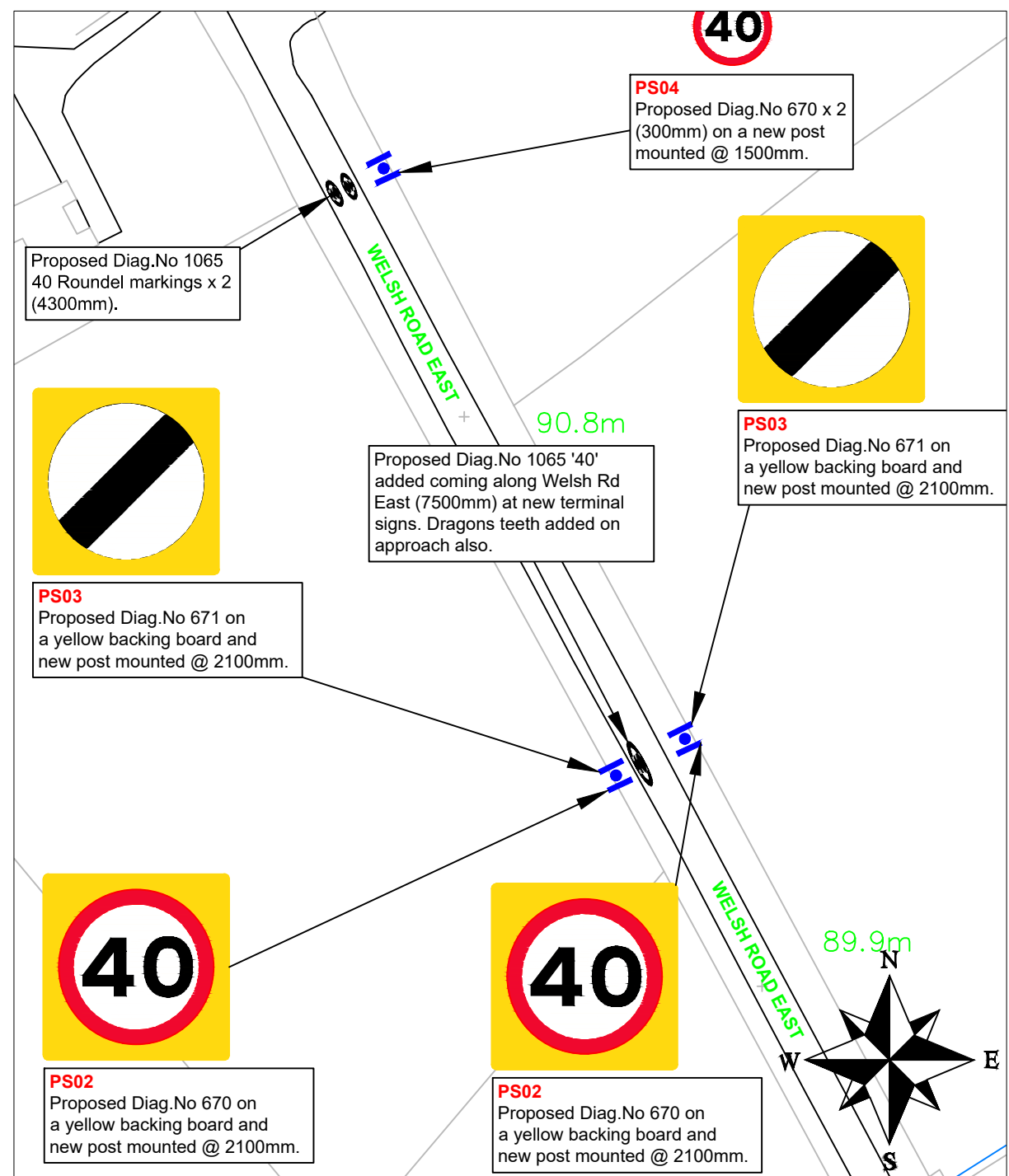
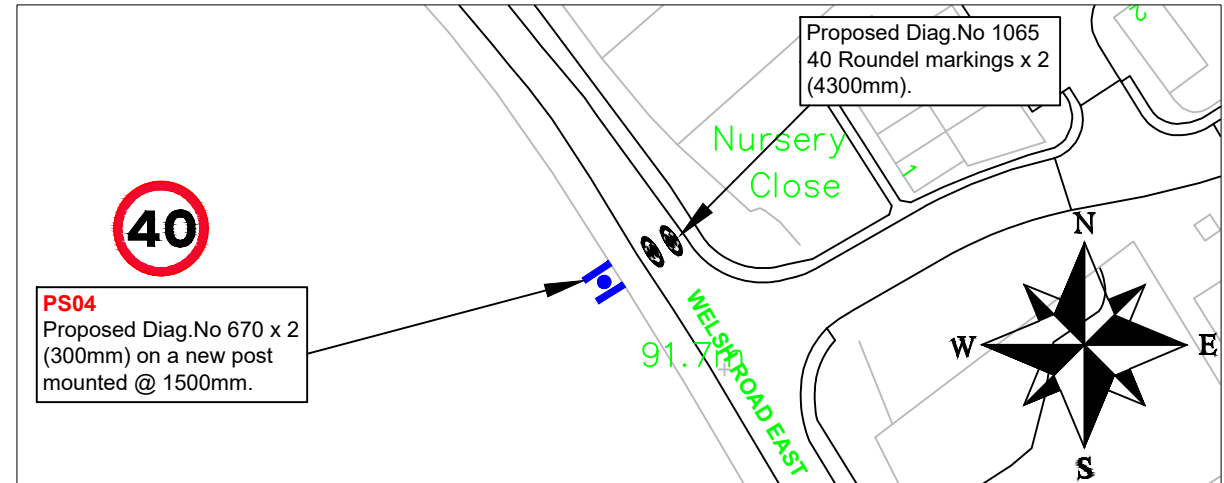
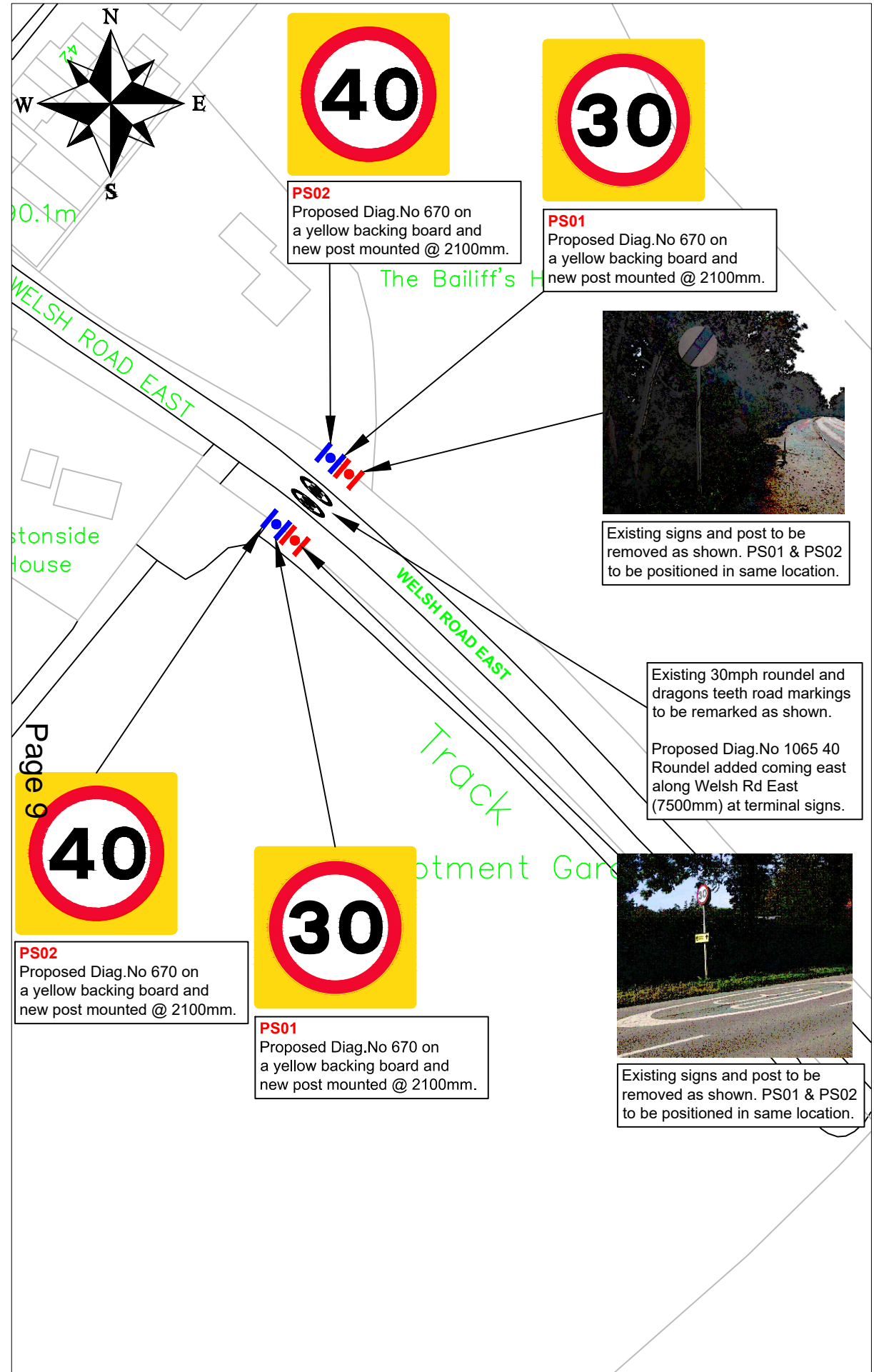
- Existing 30mph Speed Limit (Welsh Rd East).
- Proposed 40mph Speed Limit (600m in length).

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Drawing title	Drawn by	Checked by
Welsh Rd East Highlands Farm, Southam. SPEED LIMIT CONSULTATION WARWICKSHIRE	CR	GS
	Date	September 2020
	Scale	NTS @ A3
Project title	Drawing number	
DELEGATED BUDGETS	TR11246-02	

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KEY :-

- Proposed signs and posts.
- Existing sign & post to be removed.

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Drawing title
Welsh Rd East Highlands Farm, Southam.
GA Plan Sheet 1 of 2 WARWICKSHIRE

Project title
DELEGATED BUDGETS

Drawn by
CR

Checked by
GS

Date
September 2020

Scale
1:1000 @ A3

Drawing number
TR11246-03

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Warwickshire Police
Traffic Management Office
Rugby
PO Box 3273
CV21 2XT
30th November 2020

Proposed 40mph Speed Limit Welsh Road East, Southam.

Dear Chris,

Thank you for the consultation documents you provided on the 25th November 2020, concerning the proposed 40mph speed limit at the above location. I have attended the site.

Please understand that Warwickshire Police use the guidance set out in the ACPO (NPCC) guidance document "Joining Forces for Safer Roads" as a foundation document.

The following guidance is set out as part of the section titled "Speed Enforcement".

Speed enforcement is expensive - it is both time and resource intensive and competes with other important policing issues of equal public concern. Enforcement is mainly reactive and should not be seen as a preventative measure to achieve vehicle speeds. Prevention has to rely on public support and compliance by the majority and enforcement of the minority who ignore the law.

To achieve maximum compliance, speed restrictions must therefore be clear and appropriate, with the need for compliance obvious to all road users. Where there is evidence of non-compliance, the police will investigate and target specific offenders who ignore the clearly posted speed limit.

In cases where there are high levels of non-compliance, it would tend to identify those limits which maybe are in more unclear areas and poorly displayed. Rather than a need for high levels of enforcement and prosecution, which has in the potential to lose public support, the limit



should be reviewed (Dft 01/2013) Review should lead to additional engineering, signing or even different speed limits, as the display of the limit was more likely to have been the cause than deliberate offending.

Even where a need for police speed enforcement is identified, it must be noted that before any targeted, static speed enforcement operations can be carried out, the intended site will need to be risk assessed to ensure the safety of the officers carrying out this activity and the public.

The referenced Dft Circular 01/2013 "Setting Local Speed Limits" a further cornerstone document gives the following advice:-

Key Principles for Setting Local Speed Limits

- *Speed limits should be evidence-led and self-explaining and seek to reinforce people's assessment of what is a safe speed to travel.*
- *Traffic authorities set local speed limits in situations where local needs and conditions suggest a speed limit which is lower than the national speed limit.*
- *Local speed limits should not be set in isolation, but as part of a package with other measures to manage vehicle speeds and improve road safety.*
- *It is important that traffic authorities and police forces work closely together in determining, or considering, any changes to speed limits*
- *The full range of speed management measures should always be considered before a new speed limit is introduced.*
- *The minimum length of a speed limit should generally be not less than 600 metres to avoid too many changes of speed limit along the route.*

Warwickshire Police support these principles and deem them to be examples of good practice.

This Consultation

I have examined the proposals including the schedule, statement of reasons and drawings TR11246-01, 02, 03 and 04 provided

Police Response

Warwickshire Police support the principle that when drivers comply with a reduced speed limit there are tangible benefits including, reducing the frequency and severity of injury road collisions and improving people's sense of wellbeing in their local communities as well as when

using the roads. It should be re-iterated that limits should largely rely on their self-regulating qualities.

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Yours Sincerely,



Sally Rolfe BA

Traffic Management Advisor

Warwickshire Police

☎ 07817 158136

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