

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.

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 effects 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 section of road. However, I am not sure that signage alone will have the desired effect. The road in nature is a wide, fairly straight, fast, rural section 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 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.

Yours Sincerely,



Sally Rolfe BA

Traffic Management Advisor

Warwickshire Police

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