

Warwickshire Police
Traffic Management Office
Rugby
PO Box 3273
CV21 2XT

RE : Proposed 40mph Speed Limit Warwick Road, Kineton.

Dear Philip,

Thank you for the consultation documents you provided on the 20th November, 2019, concerning the proposed speed limit reduction at the above location. I have attended the area.

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 and drawings provided.

Police Response

The focus for Warwickshire Police is to protect people from harm and therefore priority will be given to targeting those who pose the most risk of harm to themselves, or others.

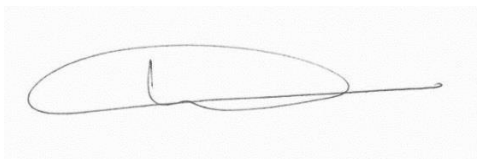
Warwickshire Police support the principle that well complied with reduced speeds limits can deliver tangible benefits including; reducing the frequency and severity of injury road collisions; and improving people's sense of wellbeing in their local communities and when using the roads. It should be noted, limits will have to largely rely on their self-regulating qualities.

The lack of speed survey data makes it very difficult to assess this proposed limit. I am concerned that if only the signs along this route are changed there will be insufficient change in driver behaviour and we run the real risk that an unrealistic expectation of enforcement would be created. Warwickshire Police would request that additional engineering features be considered, that seek to reinforce to drivers the change of environment, supplementary gateway features, roundels on the road surface for example, therefore promoting self-regulating compliance.

Warwickshire Police, **formally object** to the 40mph speed limit as proposed, but stand ready to work with the Highway Authority to consider the inclusion of additional engineering features that seek to reinforce to drivers the change of environment.

Warwickshire Police are aware that this proposal is being considered alongside the provision of traffic calming measures along the route within the restricted road section of Warwick Road, Kineton. With regard to these proposed speed cushions, Warwickshire Police have no objection to these as proposed.

Yours Sincerely.

A handwritten signature in black ink, appearing to read 'Neal Westwood', with a long horizontal stroke extending to the right.

Neal Westwood LCGI, MITAI, MAIRSO, AMSOE AMIRTE, AMIMI.

Traffic Management Advisor

Warwickshire Police

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