

**EMAIL RECEIVED from WCC Road Safety Team by the Parish Council on 6 February 2025 in response to concerns raised about the Longdown Lane Junction - Visibility of Bollards, Road Markings and Speed Limits**

**COLLATED DATA FROM 1 January 2021 to 15 January 2025 including Personal Injury Collisions (from WCC and Damage-Only Collisions (from Facebook) had also been sent.**

Thank you for your email dated 5<sup>th</sup> February 2025 with the various issues the Parish Council would like addressing. This location is known to us and has had a Casualty Reduction Scheme installed approximately 18 months ago. The scheme consisted of the following, which should address most of the concerns that the Parish Council have :

1. Installation of traffic calming islands with "Keep Left" Bollards for North/Southbound traffic to the crossroads, hatching to be realigned to incorporate the islands, and cats eyes/reflective road studs through hatching
2. Cats eyes/reflective road studs along Longdown Lane and Woolscott Road
3. Remarking of existing junction lining, ghost right turn markings, and "SLOW" road text

I have also, by copy of this email, informed your Highways Area Surveyor of the Parish Council's concerns with regards to some of the maintenance issues, as this will be for their attention, and to raise any remedial works that may be deemed necessary that have not been addressed by the Casualty Reduction Scheme.

With regards to the Parish Council's request for a 40mph speed limit in both directions on the A45, please be advised that the 60mph speed limit which currently exists is appropriate for the environment. Speed limits should be evidence-led, self-explaining and seek to reinforce people's assessment of what is a safe speed to travel, encouraging self-compliance. They should be seen by drivers as the maximum speed rather than a target speed at which to drive, irrespective of conditions. The Police are responsible for enforcing speed limits - if you believe there is an issue with inappropriate driver behaviour, then it is the Police you will need to approach. Please note that the Police state in their Speed Limit Policy :

*"In order for a speed limit to be successful it must be appropriate, consistent and enforceable. It is generally accepted that for an imposed rule, such as a speed limit, to be acceptable it must be seen as reasonable and appropriate and therefore tends to become, to a large extent, self-enforcing. Reducing speed limits without self-enforcing measures will not necessarily lead to a reduction in overall speed. In fact, there have been some occasions where a reduced speed limit has led to an increase in overall speed. A proposed speed limit that places additional and/or unnecessary pressure on Police resources and that is unlikely to have a significant effect on accident reduction and should not be supported"*

Warwickshire County Council uses The Department for Transport Circular 01/2013 as the base for setting speed limits. A link to this circular is provided here :

<https://www.gov.uk/government/publications/setting-local-speed-limits>

The Circular 01/2013 states that speed limits should encourage self-compliance. The speed limit should reflect the function of the road and the road environment. For it to be effective, the reasons for a limit need to be apparent. If a speed limit is set unrealistically low for the

particular road function and condition, it may be ineffective, and drivers may not comply with the speed limit.

Factors that are considered in speed limit decisions are:

- History of Personal Injury Collisions (PICs)
- Road Geometry and Engineering
- Road Function
- Composition of Road Users
- Existing Traffic Speeds

A principal aim in determining appropriate speed limits should, therefore, be to provide a consistent message between speed limit and what the road looks like, and for changes in speed limit to be reflective of changes in the road layout and characteristics. This includes the level of road-side development. In the case of the A45 through Willoughby, with the lack of frontages and very small number of houses, there is little change for a driver to observe and therefore any reduction in the speed limit would not be effective. Local speed limits are determined by traffic authorities having regard to guidance issued by the Department for Transport. On the basis of this guidance, a reduction in the speed limit at this location is not considered appropriate.

The nature of this road should be resulting in the majority of drivers travelling at a speed suitable for the environment, as the speed limit is not a target speed to travel at. Those drivers who are currently travelling at inappropriate speeds will not be deterred by speed limit signs alone. The priority for Warwickshire County Council Safety Engineers is to implement safety schemes at locations where a history of treatable collisions has been identified, therefore our limited resources must be targeted to achieve a greater reduction in road casualties. As a Local Authority, we have to adhere to Policies set by the Department for Transport. Please be advised that Warwickshire County Council do not install changes in speed limits to address specific hazards.

We are pleased to be able to advise the Parish Council that Warwickshire Road Safety Partnership is bringing Partners together to improve the approach on how we investigate and respond to residents' concerns of speeding in their area. A consistent and data-led approach has been developed which considers all types of Personal Injury Collisions reported and average speed data at the location. To report a speed concern please visit <https://warksspeedconcerns.org/> and click on 'Reporting Speed Concerns.'

We trust the Parish Council find the reasons why Warwickshire County Council are unable to accede to this request for a reduced speed limit informative, and thank the Parish Council for taking the time to contact Warwickshire County Council with these concerns.