

**Proposed Decision to be taken by the  
Portfolio Holder for Transport and Environment on or after  
20 April 2018**

**Proposed 30mph Speed Limit  
Marlcliff**

**Recommendation**

That the Portfolio Holder for Transport and Environment agrees that “The Warwickshire County Council (Various Roads, Marlcliff) (30 mph Speed Limit) Order 2018” be made as advertised.

**1.0 Introduction**

- 1.1 A 30 mph speed limit along B4085 Cleeve Road, Marlcliff and associated side roads is proposed. The plan of this is appended to this report in Appendix A. These proposals were published on 18 January 2018 in the Leamington Courier along with notices displayed on site.
- 1.2 The purpose of this report is to consider representations received in response to the proposed Order.
- 1.3 The Council’s reasons for proposing the Order are indicated in the statement of reasons appended to this report in Appendix B.

**2.0 Background information**

- 2.1 Cleeve Road is the main road which runs through Marlcliff village. Cleeve Road primarily serves as a through traffic function, which also provides access to residential properties.
- 2.2 In 2007, a new Speed Management Strategy was approved by the County Council as a result of the Speed Limit Circular 01/2006 issued by the Department for Transport (DfT). This has subsequently been superseded by Circular 01/2013. This covers three key areas: Education; Engineering; and Enforcement. The setting of speed limits is a key element of this strategy.
- 2.3 The DfT Circular 01/2013 advises that the following criteria are applied when setting speed limits:
  - (i) Analysing the existing speed data to identify the mean speed of drivers;
  - (ii) To consider the environment and nature of the road; and
  - (iii) To consider any relevant injury accident data.

Taking these criteria into consideration, with the village of Marlcliff being a built up residential village, with several properties in close proximity to the highway, it is considered that the lower speed limits will improve the safety through the village of Marlcliff for both residents and road users.

In addition, Traffic Advisory Leaflet 01/04 (DfT, 2004) sets out policy on achieving lower speed limits in villages. It suggests that reasonable minimum criteria for the definition of what constitutes a village, for the purpose of applying a village speed limit of 30 mph, would be that there were:

- 20 or more houses (on one or both sides of the road); and
- a minimum length of 600 metres.

2.4 The Road Traffic Regulation Act 1984 enables the Council to make orders prohibiting the driving of motor vehicles on a road at a speed exceeding that specified in the order. The matters that the Council must take into consideration when making a decision upon making such an order are set out in Appendix C annexed.

### 3.0 Consultation

3.1 Consultation has been carried out with Councillor Mike Brain, Stratford-on-Avon District Council, Warwickshire Police, Fire Service, Ambulance Service, Road Haulage Association and other statutory consultees.

3.2 Public notices advertising the proposed 30 mph limit were published in the Leamington Courier newspaper on 18 January 2018. Notices were also displayed on street outlining the proposals. This resulted in the receipt of 4 representations, summarised in the table below:

<u>Representations- 1 Objections &amp; 3 Supports.</u>	Officer Response
An objection was received with the request of traffic calming features to be installed in addition to the lowering of the speed limit from 40mph to 30mph throughout the village.	The addition of traffic calming features throughout the village of Marlcliff could not be considered due to the lack of existing street lighting. Therefore, with the introduction of 30mph terminals at all accesses into the village and newly installed 30mph roundels and traffic sign repeaters at regular intervals. This should therefore reduce the speed of motorists, in preparation of the restrictive geometry of the carriageway through the majority of the village.
Support from Stratford-on-Avon District Council, Councillor Mike Brain and Warwickshire Fire and Rescue Service.	

## 4.0 Financial Implications

- 4.1 This scheme will be fully funded from approved Area Delegated capital budgets .

## Background papers

One objection

## Appendices

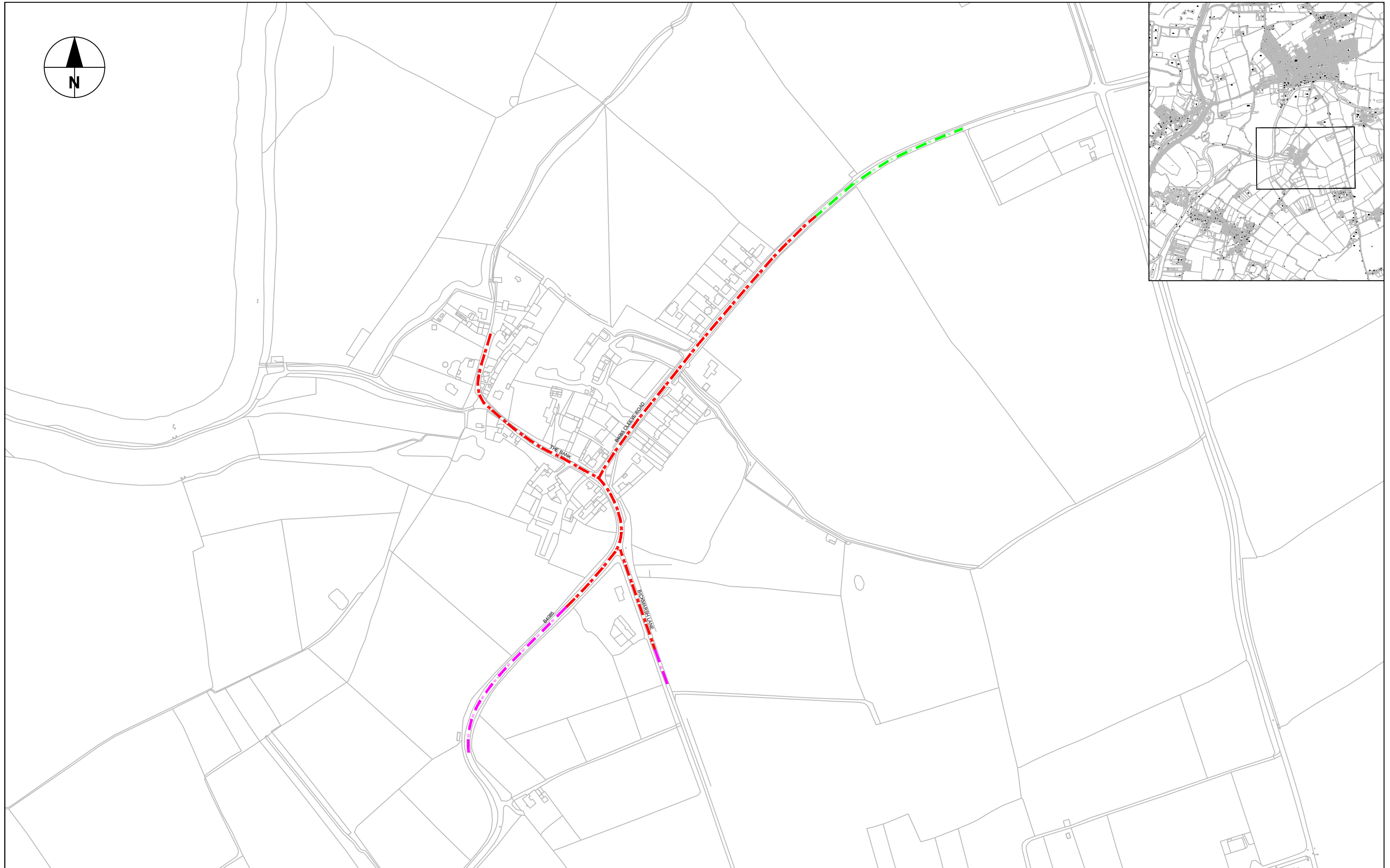
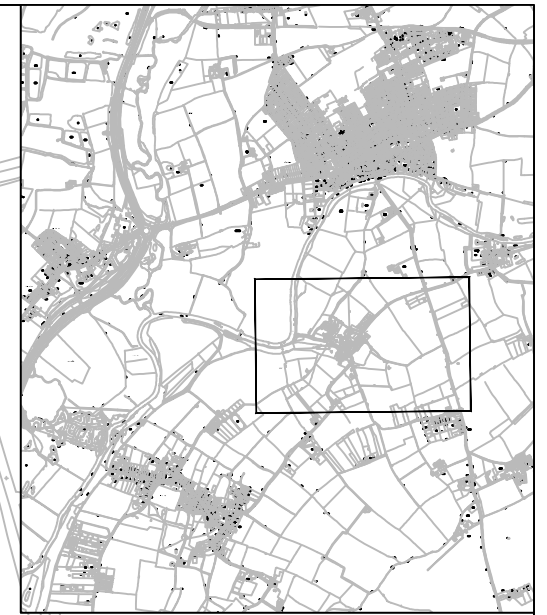
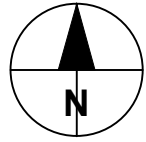
1. Appendix A - Plan of 30 mph speed limit
2. Appendix B - Statement of reasons
3. Appendix C - Statutory Criteria for Making Decisions on Speed Limits

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The report was circulated to the following members prior to publication:

Local Member: Councillor Mike Brain

Other members: Councillors Shilton, Clarke, Horner, Fradgley



**KEY:**

Proposed 30 mph speed limit	
Existing 50 mph speed limit	
Existing National speed limit	

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 Warwickshire County Council.

REV	DATE	BY	CHK	AMENDMENT
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Drawing title	<b>Marlcliff TRO 30mph Speed Limit</b>
Project title	
<b>Marlcliff - 30mph Speed Limit</b>	

Drawn by	<b>AC</b>	Checked by	<b>JE</b>
Date	<b>November 2017</b>		
Scale	<b>1:4000 @ A3_L</b>		
Drawing number	<b>TR10473</b>		



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# **B4085 Cleeve Road, The Bank, Bickmarsh Lane, Marlcliff.**

## **Proposed 30 MPH Speed Limit**

### **1. STATEMENT OF REASONS**

**1.1** Warwickshire County Council is proposing to reduce the existing 40 mph speed limit to a 30 mph speed limit on a number of roads in Marlcliff.

**1.2** The scheme will involve the use of speed limit traffic signs and road markings.

**1.3** New speed limits will reduce vehicle speeds to help improve the environment for motorists, pedestrians and cyclists.

### **2. SCHEDULE**

#### **SCHEDULE 1 (30 mph Speed Limit)**

##### **1. B4085 Cleeve Road, Marlcliff**

From a point 190 metres south of its junction with The Bank generally north-eastwards for 575 metres.

##### **2. The Bank**

Its entire length

##### **3. Bickmarsh Lane**

From its junction with the B4085 in a south easterly direction for a distance of 120 metres.

### **3. EXISTING ORDERS TO BE REVOKED**

**Yes**

**THE WARWICKSHIRE COUNTY COUNCIL (VARIOUS ROADS, MARLCLIFF)  
(40 MPH SPEED LIMIT) ORDER 2000**

**Entire Order**

### **4. PRIORITY**

**4.1 – Medium**

The Road Traffic Regulation Act 1984 enables the Council to make Orders prohibiting the driving of motor vehicles on a road at a speed exceeding that specified in the Order, or directing that a road on which there is provided a system of street lighting furnished by means of lamps placed not more than 183 metres apart shall become a restricted road (subject to a speed limit of 30 mph) or that it shall cease to be a restricted road.

Speed Limit Orders and Restricted Road Roads remain in force until superseded or revoked.

The Department for Transport's Circular 01/2013 'Setting Local Speed Limits' should be the basis for assessments of local speed limits, for developing route management strategies and for developing speed management strategies required as part of the Local Transport Plan process. Circular 01/2013 requires that "speed limits should be evidence-led and self-explaining and seek to reinforce people's assessment of what is a safe speed to travel. They should encourage self-compliance. Speed limits should be seen by drivers as the maximum rather than a target speed. 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."

In deciding whether or not to make an Order or give a Direction, the Council is required to have regard to the matters set out in section 122 of the 1984 Act. Section 122(1) requires the Council to exercise the functions conferred on it by the 1984 Act as (so far as practicable having regard to the matters specified in section 122(2)) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians), and the provision of suitable and adequate parking facilities on and off the highway.

The matters to which the Council must have regard are:-

- the desirability of securing and maintaining reasonable access to premises
- the effect on the amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles so as to preserve or improve the amenities of the areas through which the roads run
- the national air quality strategy prepared under section 80 of the Environmental Protection Act 1995
- the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles
- and any other matters appearing to the Council to be relevant

Therefore whilst the overall objective of the Council must be to secure the expeditious convenient and safe movement of vehicular traffic this cannot prevent statutory powers from being used for the specific purposes identified in section

122(1) and that a balance has to be achieved between the overall objective and the matters set out in section 122(2).