

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

**Proposed 50mph Speed Limit
Trinity Road Kingsbury and Dordon**

Recommendation

That the Portfolio Holder for Transport and Environment agrees that “The Warwickshire County Council (Various Roads, Kingsbury and Dordon) (50 mph Speed Limit) Order 2018” be made as advertised.

1.0 Introduction

- 1.1 A 50 mph speed limit along Trinity Road Dordon and associated side roads is proposed. A plan showing the proposed extent of the 50 mph speed limit is appended to this report in Appendix A. These proposals were published on 08 February 2018 in the Tamworth Herald and notices were also displayed on site. This report considers the objections received as a result of the consultation.
- 1.2 A statement of the reasons for proposing this 50 mph speed limit is appended to this report in Appendix B.

2.0 Background information

- 2.1 Trinity Road is located north of Kingsbury and runs from its junction with the M42 Junction 10 in a south westerly direction towards Kingsbury. Trinity Road primarily serves as a through traffic function.
- 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 This Circular was subsequently superseded by Circular 01/2013. The Circular 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.

Trinity Road has a commercial development planned which involves the creation of a signalised access. At this location there have been seven personal injury collisions in the past three years. The relationship between speed and likelihood of collisions as well as severity of injury is complex, but there is a strong correlation. Lower speed limits will improve the safety of the Trinity Road and the proposed new access.

- 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 the Local Member, Local Borough Council, Warwickshire Police, Fire Service, Ambulance Service, Road Haulage Association and other statutory consultees.
- 3.2 Public notices advertising the proposed 50 mph limit were published in the Tamworth Herald newspaper on 08 February 2018. Notices were also displayed on street outlining the proposals. This resulted in the receipt of 7 representations, summarised in the table below:

Representations-3 Objections, 3 Comments, 1 Support.	Officer Response
Objections and comments were received requesting a lower limit of 40 mph or 30 mph along Trinity Road.	Circular 01/2013 sets the criteria for setting speed limits. Based on the existing 85 th percentile speed data along Trinity Road this would support the 50 mph limit as opposed to a lower limit. It states that 50 mph limits should be considered for lower quality A and B roads that may have a relatively high number of bends, junctions or accesses which is the case at this location.
A request for an extension to the 40 mph limit was received from Piccadilly village to Overwoods Road and a 30 mph limit from Overwoods Road to the junction of the M42 Junction 10.	Based upon the speed data this would not be complied with. A 30 mph limit is for use within built up areas, with development on both sides of the road which is not the case at this location. An extension would detract from the existing lower speed limits within Picadilly and Kingsbury itself and could result in non-compliance within these built up environments.
Comments were received requesting how the limit would be enforced and requests for speed cameras to be installed.	The responsibility of enforcement of the speed limit is Warwickshire Police. We have received support from the Police for the 50 mph limit. The request for speed cameras is not within the remit of this proposed Traffic Regulation Order.
Comments were received for the proposed traffic lights for the commercial development access to be phased with a different set of proposed traffic lights	The request for Traffic lights and associated phasing is not within the remit of this proposed Traffic Regulation Order.

at the junction of Overwoods Road.	
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3.3 Ward Member Views

3.3.1 The Ward Members Councillor Andy Wright and Councillor Andy Jenns have been advised of this Traffic Regulation Order via email on the 08.02.2018.

3.3.2 Councillor Andy Jenns sent an email representation on behalf of himself and Councillor Andy Wright in response to the above email which has been considered in the above table.

4.0 Financial Implications

4.1 This scheme will be fully funded by a developer contribution as part of a Section 278 scheme. There are no alternative uses for the contribution and the addition of the scheme will not affect the overall level of available capital resources.

Background papers

None

Appendices

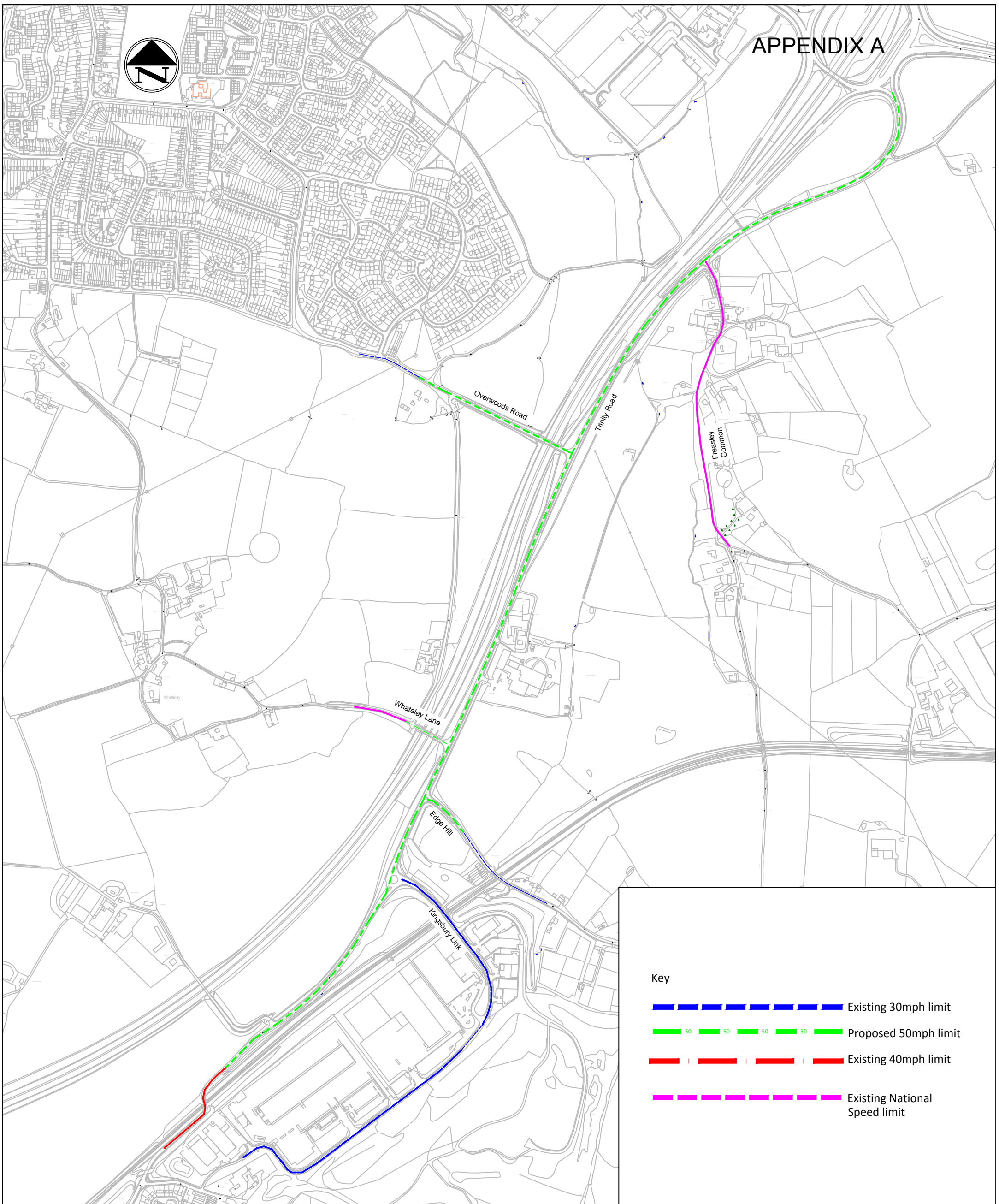
1. Appendix A- Plan of 50 mph speed limit
2. Appendix B- Statement of reasons
3. Appendix C – Statutory Criteria for Making Decisions on Speed Limits

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

Local Member(s): Councillors Wright and Jenns

Other members: Councillors Clarke, Chattaway, Shilton, Horner, Fradgley



Key	
	Existing 30mph limit
	Proposed 50mph limit
	Existing 40mph limit
	Existing National Speed limit

REV	DATE	BY	CHK	AMENDMENT	REV	DATE	BY	CHK	AMENDMENT	REV	DATE	BY	CHK	AMENDMENT
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NOTES

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 Warwickshire County Council.

Drawing title

Consultation Drawing

Project title

Trinity Road 50 mph speed limit

Drawn by **SH** Checked by **GP**

Date **29/01/2018**

Scale **NTS @ A3_P**

Drawing number **TR10513/01**

Various Roads, Kingsbury and Dordon

Proposed 50mph Speed Limit

1. STATEMENT OF REASONS

- 1.1** Warwickshire County Council is proposing to implement a 50mph speed limit on the Trinity Road, Overwoods Road, Whateley Lane and Edge Hill Kingsbury.
- 1.2** The scheme will involve the use of speed limit traffic signs.
- 1.3** The proposed 50 mph speed limit is being implemented for highway safety reasons due to the construction of a new junction serving a commercial development. New speed limits with reduced vehicle speeds will help improve the environment for residents, pedestrians and cyclists.

2. SCHEDULE

SCHEDULE 1 (50 mph Speed Limit)

1. Trinity Road,

That length of road from its junction with the Roundabout of the A5 in a South Westerly direction for a distance of 2000 metres to its junction with Edge Hill. In addition from its Junction with Edge Hill in a South Westerly direction for a distance of 735m. (Centre of junction)

2. Overwoods Road,

That length of road from its junction with Trinity Road in a North Westerly direction for a distance of 415 metres to the County boundary. (Centre of junction)

3. Edge Hill,

That length of road from its junction Trinity Road in a South Easterly direction for a distance of 125 metres. (Centre of junction)

4. Whateley Lane

That length of road from its junction Trinity Road in a North Westerly direction for a distance of 130 metres. (Centre of junction)

3. EXISTING ORDERS TO BE AMENDED

Yes – include details

THE WARWICKSHIRE COUNTY COUNCIL (KINGSBURY LINK DEVELOPMENT ACCESS ROAD AND TRINITY ROAD, KINGSBURY) (DE-RESTRICTION) ORDER, 1996

Schedule 1 Item 2

Trinity Road- From a point 115 metres south-west of the centre of the traffic island at its junction with Kingsbury Link Development Access road, north-eastwards for 230 metres.

4. PRIORITY

4.1 – Medium.

APPENDIX C

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).