

**Proposed Decision to be taken by the  
Portfolio Holder for Transport and Highways\*  
on or after 24 May 2013**

**Sherbourne Village (30MPH and 40MPH Speed Limits) Order 2013  
and  
Vicarage Lane and Watery Lane, Sherbourne (Prohibition of Commercial  
Vehicles of Over 7.5 Tonnes) (Variation No. 1) Order 2013**

**Recommendations**

That the Portfolio Holder for Transport and Highways\* agrees:

- 1) That the Warwickshire County Council (Sherbourne Village) (30 and 40 MPH Speed Limits) Order 2013 is made as advertised.
- 2) That the Warwickshire County Council (Vicarage Lane and Watery Lane, Sherbourne) (Prohibition of Commercial Vehicles of over 7.5 Tonnes) (Variation No 1) Order 2013 is made as advertised.

**1.0 Key Issues**

- 1.1 Proposals for changes to the current speed limits and the existing prohibition of commercial vehicles of over 7.5 Tonnes in various roads in Sherbourne were advertised in the Warwick Courier on 24 January 2013.
- 1.2 No objections were received to the proposed changes to weight limits, and therefore it is proposed to implement these as advertised.
- 1.3 Objections were received to the proposed changes to speed limits. This report considers the objections and comments that were received and recommends how they should be dealt with.
- 1.4 Sherbourne Village is located just south of the M40 Junction 15 between the A429 Stow Road and the A46 Stratford Road. On completion of changes to the M40 Junction 15 in 2009, Sherbourne Village retained the existing National Speed Limit throughout the village.
- 1.5 Through discussions with residents and the support of Sherbourne Parish Council, a scheme was put forward to introduce a 30mph speed limit throughout the main roads in the village (Church Road, part of Fulbrook Lane, Moat Green and Vicarage Lane), with a 40mph limit on Watery Lane and a section of Old Stratford Road.
- 1.6 Following the results of traffic speed surveys on all the major roads in Sherbourne, Warwickshire Police has indicated their support for the speed limits as advertised.

- 1.7 The comments, suggestions and objections that have been received are discussed below together with the reasons for the proposals. The number of objections received is shown in brackets [ ].
- 1.8 The statutory criteria for decisions on making Traffic Regulation Orders/Parking Orders are included as **Appendix A**.

## **2.0 Objections**

- 2.1 Proposed 30mph speed limits in Vicarage Lane, Fulbrook Lane, Church Road and Moat Green.

The following objections have been received:

### **Objection [3]**

We believe that the speed limit in Vicarage Lane should be 20mph.

### **Objection [2]**

I consider this to be a prime opportunity to make the village of Sherbourne a safer place for both residents and the general public. I would like to see a limit no higher than 30 mph but would prefer 20mph on all Sherbourne Roads.

### **Response**

Vicarage Lane, Fulbrook Lane, Moat Green and Church Road run through Sherbourne village and are residential in nature. Reducing the speed to 30mph will help to improve the environment for pedestrians, cyclists and other vulnerable road users.

Speed surveys have shown that mean speeds in Sherbourne Village are no more than 25.8mph. Warwickshire Police would formally object to a 20mph speed limit, as it would not conform to the guidance set out in the Department for Transport (DfT) 2006 guidelines concerning speed limits, in particular citing that without significant additional engineering measures (i.e. traffic calming), the proposed limit would not be self-enforcing. In addition, the mean speeds recorded in the survey data are in clear contradiction to such a limit as per DfT Circular 01/2013 "Setting Local Speed Limits".

To achieve a self-enforcing 20mph speed limit, vertical or horizontal traffic calming measures with improved lighting would have to be introduced throughout Sherbourne Village. These types of measures are normally used in urban areas not in rural villages and the cost would be prohibitive.

### **Objection (1)**

As a resident of Moat Green I welcome a 30mph speed limit throughout the Village, but I am astonished that a 40 mph speed limit is being considered on Watery Lane. Despite there being fewer properties on the road, the level of pedestrian traffic will be equal to anywhere in the village. The road itself is unlit, has no pavements, no road markings, and in places is only wide enough for one car.

## Response

Speed surveys have shown that mean speeds on Watery Lane are no more than 34.5mph. Warwickshire Police would formally object to a 30mph speed limit along Watery Lane as it would be in contradiction of the advice given in DfT Circular 01/2013 "Setting Local Speed Limits" as the recorded mean speeds are considerably in excess of the proposed limit. Warwickshire Police uses this circular as a keystone document when considering limit changes such as these. Watery Lane and Old Stratford Road has a smaller density of residential properties fronting these roads than other roads within Sherbourne and are more open in environment with all properties set back from the highway.

To achieve a self-enforcing 30mph speed limit, vertical or horizontal traffic calming measures with improved lighting would have to be introduced on Watery Lane and Old Stratford Road. These types of measures are normally used in urban areas not in rural villages and the cost would be prohibitive.

### 2.5. Recommendation

That the Portfolio Holder for Transport and Highways\* agrees that the proposals shown on the plan in **Appendix B** be implemented as advertised. These recommendations can be implemented from within 2013/14 budget provisions.

### 3.0 Associated Timescales

- 3.1 The aim will be for the change of speed limits and weight restrictions to be implemented within 8-10 weeks of the decision.

### 4.0 Background Papers

- 4.1 Various letters and emails.

	Name	Contact Information
Report Author	Graham Stanley	<a href="mailto:grahamstanley@warwickshire.gov.uk">grahamstanley@warwickshire.gov.uk</a>
Head of Service	Graeme Fitton	<a href="mailto:graemefitton@warwickshire.gov.uk">graemefitton@warwickshire.gov.uk</a>
Strategic Director	Monica Fogarty	<a href="mailto:monicafogarty@warwickshire.gov.uk">monicafogarty@warwickshire.gov.uk</a>

\*please note that the allocation of Portfolio Holder duties is subject to approval at Annual Council on 21<sup>st</sup> May 2013 and therefore the title may be amended as necessary.

## Appendix A

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 Orders remain in force until superseded or revoked.

The Department for Transport's Circular 1/06 'New Guidance On Setting Local Speed Limits' (currently under review) 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 1/06 requires that "speed limits should be evidence-led, self-explaining and seek to reinforce people's assessment of what is a safe speed to travel. They should encourage self-compliance and should not be seen by drivers as being a target speed at which to drive in all circumstances. Traffic authorities set 'local speed limits' in situations where local needs and considerations deem it desirable for drivers to adopt a speed which is different from the national speed limit. Local speed limits could be reduced or increased, depending upon the conditions and evidence."

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).

# SHERBOURNE, STRATFORD DISTRICT

## PROPOSED CHANGES TO SPEED LIMITS

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

- 1.1 Vicarage Lane, Fulbrook Lane, Moat Green and Church Road run through Sherbourne village and are residential in nature. New speed limits with reduced vehicle speeds will help improve the environment for pedestrians, cyclists other vulnerable road users.
- 1.2 Old Stratford Road and Watery Lane also form part of Sherbourne and have the characteristics of village roads. New speed limits with reduced vehicle speeds will help improve the environment for pedestrians and cyclists. However, there are fewer residential properties, lower levels of pedestrian traffic and the roads form a through route from the A46 to the A429; therefore a 40mph speed limit is proposed.

### **2. SCHEDULE**

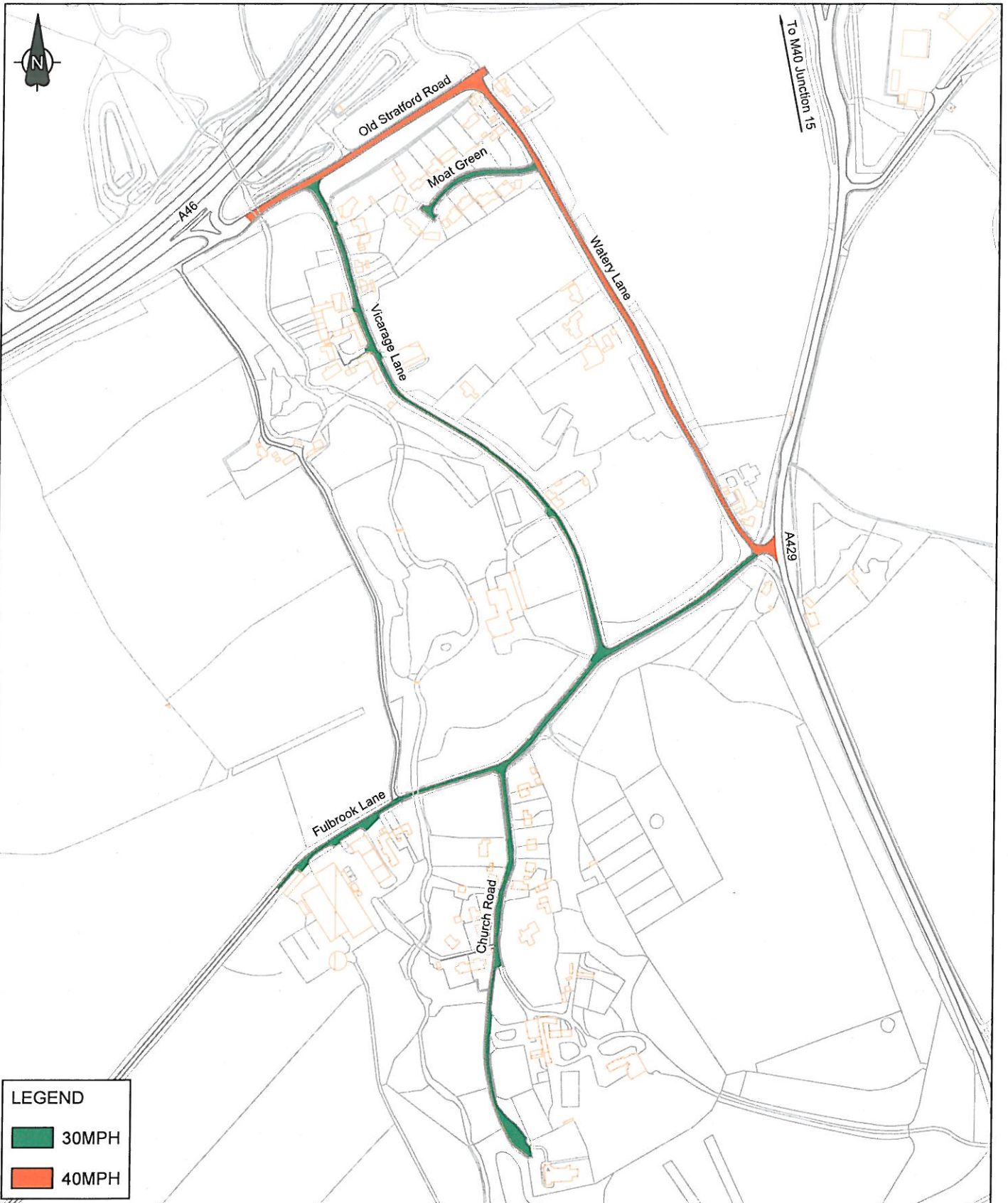
- 2.1 See Drawing ref. TP 8757/001
- 2.2 30mph Speed Limit:
  - Church Road – for its entire length
  - Fulbrook Lane – from its junction with Watery Lane westwards for 585 metres
  - Moat Green – for its entire length
  - Vicarage Lane – for its entire length
- 2.3 40mph Speed Limit:
  - Old Stratford Road – from a point 60 metres west of its junction with Vicarage Lane, eastwards for the remainder of its length
  - Watery Lane – for its entire length

### **3. EXISTING ORDER TO BE VARIED**

- 3.1 None

### **4. PRIORITY**

- 4.1 High



**LEGEND**

30MPH

40MPH

REV	DATE	BY	CHK	AMENDMENT	REV	DATE	BY	CHK	AMENDMENT	REV	DATE	BY	CHK	AMENDMENT
1	19/11/12	PM	RELB	Extents changed Old Stratford Road	-	-/-/-	-	-	-	-	-/-/-	-	-	-
-	-/-/-	-	-	-	-	-/-/-	-	-	-	-	-/-/-	-	-	-

**Warwickshire County Council**  
 COMMUNITIES  
 Monica Fogarty  
 Strategic Director for Communities  
 Graeme Fitton BSc, MSc, C. Eng, MICE  
 Head of Transport for Warwickshire  
 www.warwickshire.gov.uk  
 mailto:communities@warwickshire.gov.uk

**NOTES**

H:\Traffic\A\_Area Comm ittee Schemes\A Area Committee Schemes 1112 \Stratford\Sherbourne 30mph\TP-8757-000.dwg  
 Based on Ordnance Survey mapping with the permission of the Controller of HMSO  
 © Crown Copyright and database right 2011. Ordnance Survey 100019620.  
 All rights reserved.  
 Unauthorised reproduction infringes copyright and may lead to prosecution or civil proceedings.  
 Warwickshire County Council

Drawing title  
**PROPOSED CHANGES TO SPEED LIMIT IN SHERBOURNE**  
 Project title  
**SHERBOURNE VILLAGE TRAFFIC PLAN**

Drawn by <b>ARM</b>	Checked by <b>GVS</b>
Date <b>4th JULY 2012</b>	
Scale <b>1:5000 @ A4P</b>	
Drawing number <b>TP/8757/001</b>	

## **SHERBOURNE, STRATFORD DISTRICT**

### **PROPOSED CHANGES TO EXTENTS OF 7.5T WEIGHT LIMIT**

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

- 1.1 A prohibition of commercial vehicles over 7.5 tonnes currently applies to Vicarage Lane and Watery Lane.
- 1.2 Following extensive changes to road layouts around Junction 15 of the M40, a section of the old A46 Stratford Road (now named Old Stratford Road) has become the local access road from the new A46 into Sherbourne village. It is therefore proposed that the existing prohibition of commercial vehicles over 7.5 tonnes be extended to include this section of Old Stratford Road.
- 1.3 Moat Green can only be accessed from Watery Lane, on which the existing 7.5 tonne weight limit applies. For completeness, it is therefore proposed to include Moat Green within the extents of the 7.5 tonne weight limit.

#### **2. SCHEDULE**

- 2.1 See Drawing ref. TP 8757/002
- 2.2 In the Schedule to the existing Order, before the entries for Vicarage Lane and Watery Lane, add the following:

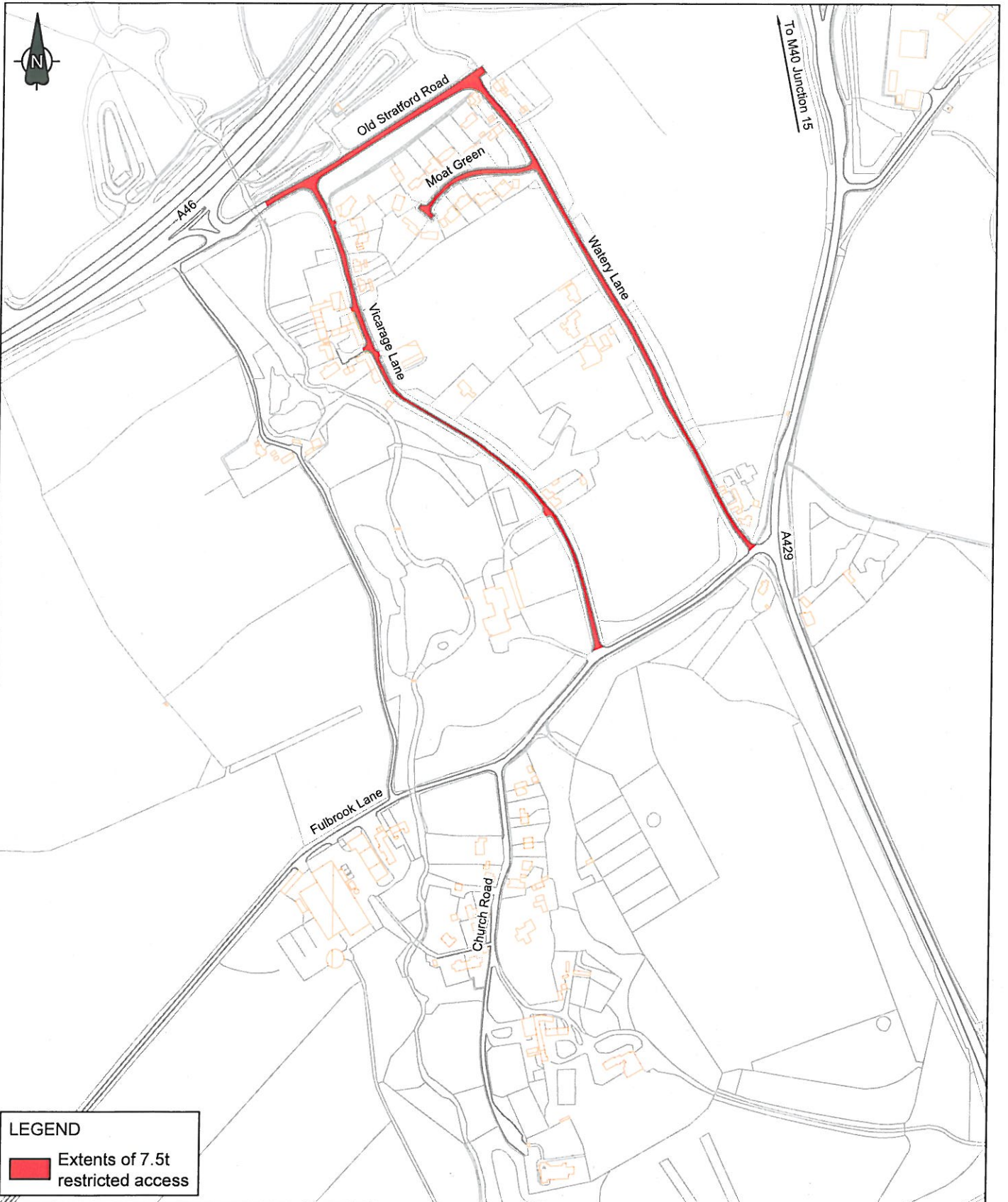
Moat Green – the whole length  
Old Stratford Road – from a point 38 metres west of its junction with Vicarage Lane, eastwards for the remainder of its length.

#### **3. EXISTING ORDER TO BE VARIED**

- 3.1 The Warwickshire County Council (Vicarage Lane and Watery Lane, Sherbourne) (Prohibition of Commercial Vehicles of Over 7.5 Tonnes) Order 1992

#### **4. PRIORITY**

- 4.1 High



**LEGEND**

Extents of 7.5t restricted access

REV	DATE	BY	CHK	AMENDMENT	REV	DATE	BY	CHK	AMENDMENT	REV	DATE	BY	CHK	AMENDMENT
1	19/11/12	PM	RELB	Extents changed Old Stratford Road	-	-/-/-	-	-	-	-	-/-/-	-	-	-
2	19/11/12	PM	RELB	Moat Green added	-	-/-/-	-	-	-	-	-/-/-	-	-	-

 **Warwickshire**  
County Council

PO Box 43, Shire Hall  
Warwick, CV34 4SX  
Tel: (01926) 410410  
Fax: (01926) 491666

[www.warwickshire.gov.uk](http://www.warwickshire.gov.uk)  
<mailto:communities@warwickshire.gov.uk>

**COMMUNITIES**

Monica Fogarty  
Strategic Director for Communities

Graeme Fitton BSc, MSc, C.Eng, MICE  
Head of Transport for Warwickshire

**NOTES**

H:\Traffic\A\_Area Comm ittee Schemes\A\_rera Com mittee Schemes 1112 \Stratford\Sherbourne 30mph\TP-8757-000.dwg  
Based on Ordnance Survey mapping with the permission of the Controller of HMSO  
© Crown Copyright and database right 2011 © Ordnance Survey 100019520.  
All rights reserved.  
Unauthorized reproduction infringes copyright and may lead to prosecution or civil proceedings.  
Warwickshire County Council.

Drawing title

**PROPOSED EXTENTS OF 7.5t RESTRICTED ACCESS**

Project title

**SHERBOURNE VILLAGE TRAFFIC PLAN**

Drawn by	Checked by
<b>ARM</b>	<b>GVS</b>
Date	
<b>4th JULY 2012</b>	
Scale	
<b>1:5000 @ A4P</b>	
Drawing number	
<b>TP/8757/002</b>	