

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

**Haye Lane and Pratts Lane, Mappleborough Green
Proposed 30mph and 40mph Speed Limit**

Recommendation

That the Portfolio Holder for Transport and Highways* agrees that the proposed Warwickshire County Council (Haye Lane and Pratts Lane) (30 and 40 mph Speed Limits) Order 2013 is made as advertised.

1.0 Key Issues

- 1.1 Mappleborough Green is a village in Stratford District. It is bounded by the A435 Birmingham Road and the A4189 Henley Road. The major roads are subject to a 40mph speed limit. The residential side roads in the village are currently not restricted and are all subject to the national speed limit.
- 1.2 It is proposed to introduce 30mph speed limits to the side roads where there are residential properties, including the entire length of Pratts Lane.
- 1.3 Haye Lane is currently subject to the national speed limit. It is 1,640m long and links the A435 Birmingham Road and A4189 Henley Road. It has a 520m long residential section and a 1,120m long rural section. The rural section of the lane is between 2.5m - 3.0m wide with one farm and two isolated properties set back from the road. Haye Lane is currently subject to the national speed limit. The proposal is to introduce a 30mph speed limit to the residential section and a 40mph speed limit to the rural section. This is in response to a request from Mappleborough Green Parish Council for the lane to be included in the village speed limit. A 40mph speed limit is suitable for a rural single carriageway road and in accordance with the guidance from Department for Transport (DfT). The proposal is supported by the Local member, Warwickshire Police and the Parish Council.
- 1.4 One resident of Haye Lane has raised an objection to the proposed 40mph speed limit during the Statutory Consultation.

Objection

The 40mph speed limit is too high and that the rural section of the lane should be subject to a maximum 20mph speed limit.

Response

This would be counter to DfT guidance and WCC policy for a rural single carriageway road with little development which is a through route.

2.0 Proposal

- 2.1 That the Portfolio Holder for Transport and Highways* agrees that the proposed Warwickshire County Council (Haye Lane and Pratts Lane) (30 and 40 mph Speed Limits) Order 2013 is made as advertised (see Appendix A).

3.0 Timescales associated with the decision and next steps

- 3.1 Funding is available for the 2013/14 financial year.

Appendices

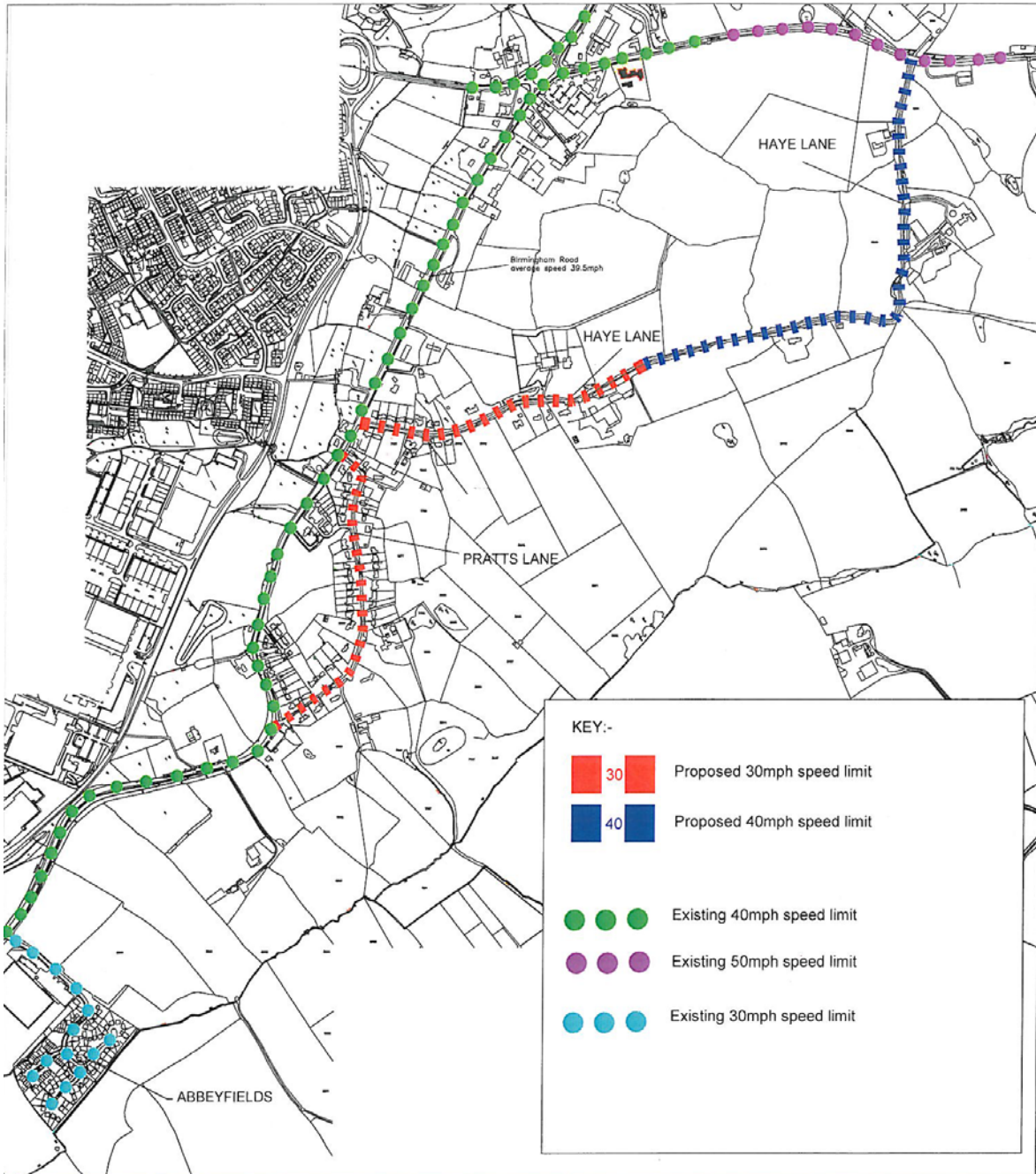
Appendix A – Proposed Speed Limits

Appendix B – Consultation Plan

Appendix C – Speed Limits Order

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



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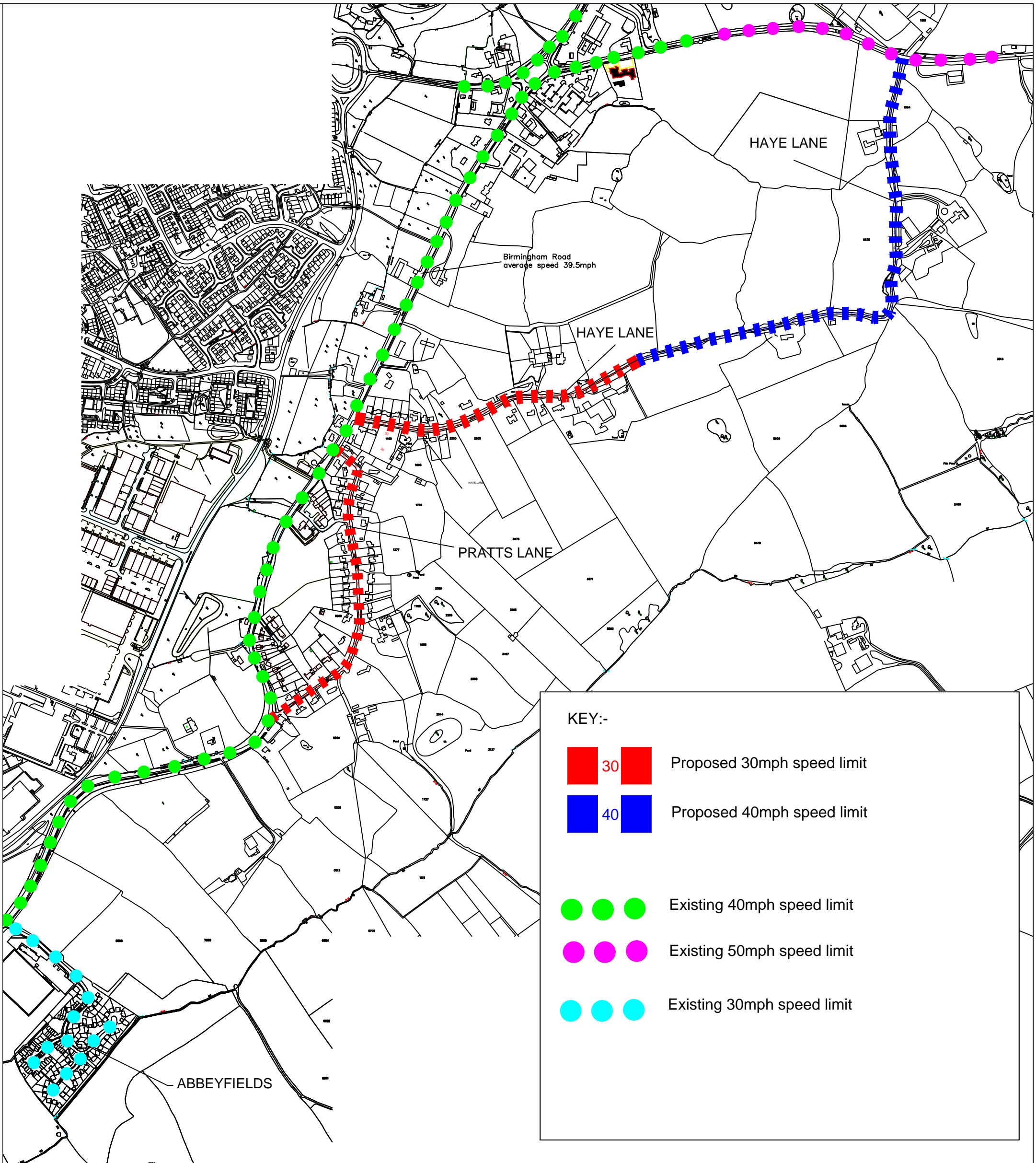
ev	Date	By	Chk	Amendment	NOTES



TITLE	DRN	RE	CKD	xx
Village Speed Limit Reviv Mappledborough Green Speed Limit Proposals				
TG 1246	DATE	Oct 2012		
	SCALE	Not to scale		
	DRG. NO.			
	TP	8801		

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Rev	Date	By	Chk	Amendment	NOTES



TITLE Village Speed Limit Review Mappleborough Green Speed Limit Proposals TG 1246	DRN	RE	CK'D
			xx
	DATE Oct 2012		
	SCALE Not to scale		
DRG. NO.			TP 8801

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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 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).