

**Proposed decision to be taken by the
Portfolio Holder for Transport and Planning
on or after 22nd August 2014**

**Proposed 30mph and 40mph Speed Limits
Wootton Wawen**

Recommendation

That the Portfolio Holder for Transport and Planning approves that the Warwickshire County Council (Various Roads, Wotton Wawen) (30mph and 40mph Speed Limit) Order 2014 be made as advertised.

1.0 Introduction

- 1.1 Changes to the speed limits in Wootton Wawen have been proposed. These proposals have been advertised and this report considers the objection received.

2.0 Background information

- 2.1 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 This has subsequently been superseded by Circular 01/2013.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.
- 2.2 The DfT Circular 01/2013 advises that the following criteria is 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.
- 2.3 The DfT Circular 01/2013 places great emphasis on community concerns, and refers to the environmental impact of traffic and the level of public anxiety.

3.0 Consultation

- 3.1 Consultation has been carried out with the Local Member, Wootton Wawen Parish Council, Warwickshire Police, Emergency Services, Road Haulage Association and other statutory consultees.
- 3.2 County Councillor Perry, Stratford-upon-Avon District Council and the Parish Council are fully supportive of these proposals.
- 3.3 A Legal notice advertising the proposed speed limits was placed in the Stratford Herald on 19th June 2014. Notices were also placed on street, and on the Warwickshire Web pages, advertising the Orders.

4.0 Objection

- 4.1 One objection has been received relating to these proposals.

Objection

Warwickshire Police has objected to the speed limit proposals, on the following grounds:

In respect of Gorse Lane, where the environment is not considered to be indicative of a 30mph speed limit, they are unable to support this element of the proposals.

In respect to the proposed 40mph speed limit, to the north of the A3400 Stratford Road, they do not consider that the environment is what drivers would expect a 40mph speed limit to look like. There are also few locations where enforcement would be safe or practical; therefore it is imperative that any speed limit should be self-regulating.

With respect to Mayswood Road, the length of proposed 40mph speed limit is only 182m, which it is unrealistic to be enforceable.

Officer response

Officers have worked with the Parish Council and local member to define the lengths of road included in these proposals.

Gorse Lane is a dead-end road leading from the village to a farm property. In addition, there are several residential properties situated along the Lane. It is not expected that any enforcement of the proposed 30mph speed limit would be necessary, as only residents are likely to be using this Lane.

The proposed 40mph speed limit on the A3400 Stratford Road is deemed appropriate as there are residential properties at intervals along this route between Wootton Wawen and Henley-in-Arden. Funding has been secured for flashing interactive signs for the A3400. Officers will work with the Parish

Council, Local Member and Police to ensure they are positioned in the most suitable locations, to manage traffic speeds along the route.

The proposed short section of 40mph speed limit on Mayswood Road is intended to act as a 'buffer zone' prior to the 30mph speed limit, and also to manage speed past several residential properties situated on this short section of road. It is considered unlikely that any enforcement activities will be requested for this location.

5.0 Financial Implications

5.1 All works associated with this proposed speed limit will be carried out from within 2014/15 approved budgets.

6.0 Background Papers

6.1 Letter of Objection

Appendices

Appendix A – Statutory Criteria for making Speed Limit Orders

Appendix B – Consultation Plan

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Paragraph to be included in Committee Reports relating to Speed Limit Orders

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.

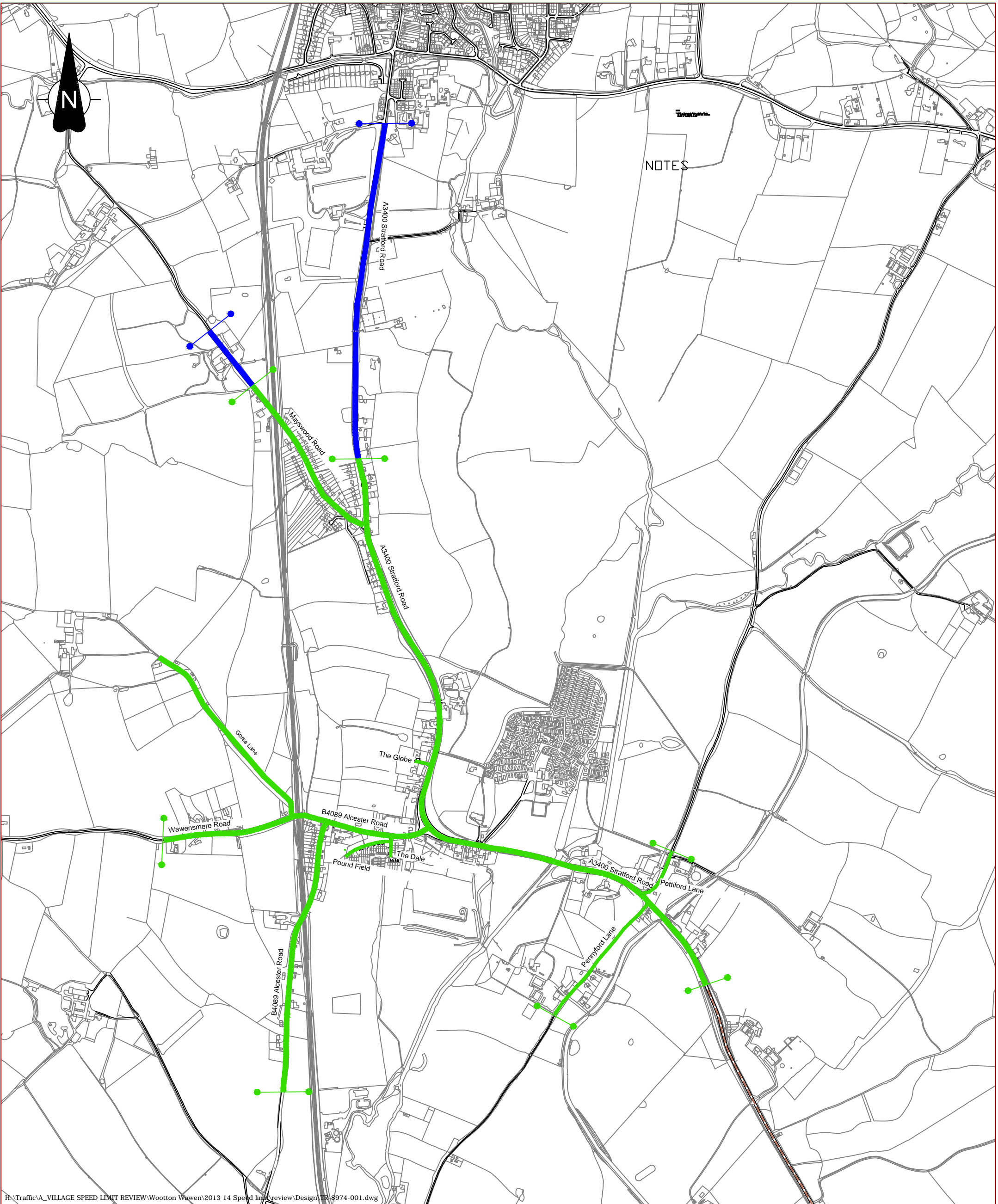
The Department for Transport's Circular 1/06 'New Guidance On Setting Local Speed Limits' (currently under review) should be the basis for assessments of local speed limits, for developing route management strategies and for developing speed management strategies required as part of the Local Transport 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).



NOTES

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NOTES

- Proposed 30 mph speed limit
- Proposed 40 mph speed limit

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Wootton Waven Proposed 30mph / 40mph Village Speed Limit

Project title
Wootton Waven Speed Limit

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