

**Proposed decision to be taken by the
Portfolio Holder for Transport and Planning
on or after 23 January 2015**

Proposed Speed Limit

**THE WARWICKSHIRE COUNTY COUNCIL (CLIFTON UPON
DUNSMORE PARISH AND NEWTON AND BIGGIN PARISH,
RUGBY)(30,40,50 MPH SPEED LIMIT ORDER)**

Recommendation

That the proposed speed limits be considered and implemented (as outlined in Appendix A)

1.0 Introduction

- 1.1 Changes to the speed limits in Clifton upon Dunsmore and Newton have been proposed. These proposals have been advertised and this report considers the objections 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 This has subsequently been superseded by Circular 01/2013.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. Although the County Council's 2007 policy remains in effect, greater weight should now be given to the guidance in the 2013 Circular so far as it differs from the policy.
- 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 gives greater emphasis to the need to take account of community concerns and public anxiety but not to the exclusion of the criteria mentioned above.

3.0 Consultation

- 3.1 Consultation has been carried out with the Local Members, Parish Councils, Warwickshire Police, Emergency Services, Road Haulage Association and other statutory consultees.
- 3.2 Legal notices advertising the proposed speed limits were placed in the local newspaper on the 9th October 2014. Notices were also placed on street, and on the Warwickshire Web pages, advertising the Order.

4.0 Support / Objections

Various roads as listed in Appendix A

Proposed Speed Limits – 30mph, 40mph and 50mph

Support

Warwickshire Police are fully supportive of these proposals.

County Councillors Morris-Jones, Dodd and Roodhouse are supportive of these proposals.

Objections

Objection (1) from Newton & Biggin Parish Council
Newton and Biggin Parish Council have requested that WCC consider lowering the speed limit to 40 mph through to the A5 including Newton Lane and to consider making safety improvements to the St Thomas's Cross junction.

Response

Warwickshire County Council's policy on the setting of rural speed limits follows the guidance issued by The Department for Transport in Circular 1/2013. This document sets out the criteria to be used when assessing the suitability of a route for a lower speed limit. Information relating to the environment, accident statistics and the mean speed of traffic using the route, are the most important factors to consider. All roads included in Appendix A met the criteria for the advertised speed limits, however, Newton Lane and St Thomas's Cross junction were also assessed using this criterion but does not meet the current guidelines.

Objection (2) from Clifton Parish Council – received 26/10/14

Clifton upon Dunsmore Parish Council accepts the proposal, with the proviso that the 30mph limit is extended beyond the cemetery to the Clifton upon Dunsmore sign.

Response

On grounds of road safety for motorists / pedestrians in the vicinity of the church, a further Traffic Regulation Order to extend the 30mph speed limit on Newton Road for a short length to beyond the cemetery to the Clifton upon Dunsmore sign is to be advertised following consideration of this report and will be subject to further statutory consultation.

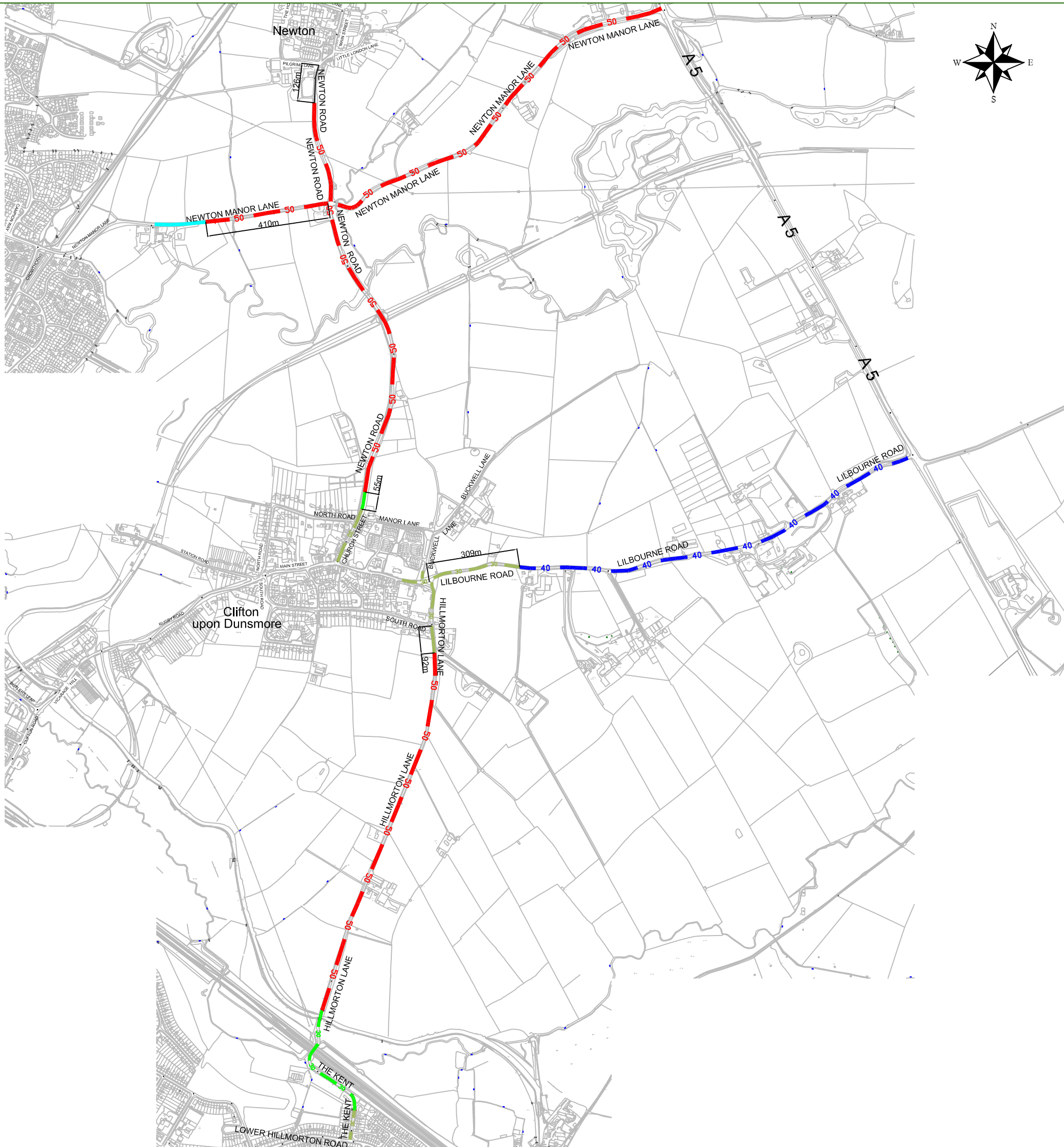
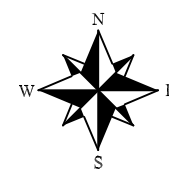
5.0 Financial Implications

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

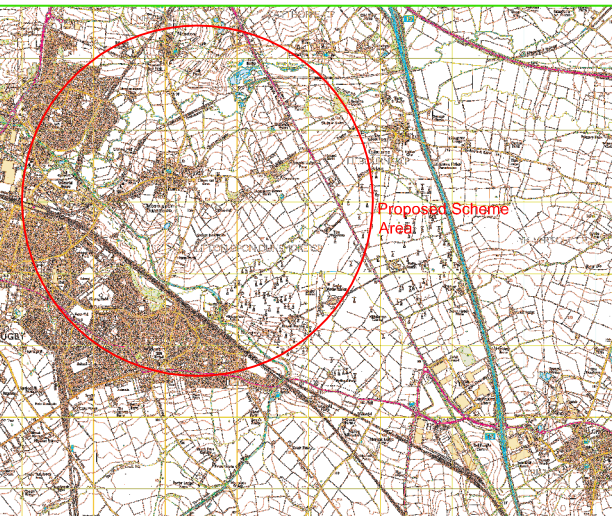
6.0 Background Papers

None

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Portfolio Holder	Cllr Peter Butlin	



LOCATION MAP



NOTES

- 1/ ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.
- 2/ THE CONTRACTOR IS RESPONSIBLE FOR LOCATING IDENTIFYING, AND SUBSEQUENTLY PROTECTING ANY EXISTING STATUTORY UNDERTAKERS SERVICES.
- 3/ THIS DRAWINGS IS TO BE READ IN CONNECTION WITH ALL OTHER SCHEME DRAWINGS.
- 4/ EXISTING CARRIAGEWAY, FOOTWAY, AND VERGE AFFECTED BY THE WORKS TO BE REINSTATED.
- 5/ WHERE NECESSARY SERVICE COVERS AFFECTED BY THE WORKS SHALL BE ADJUSTED TO SUIT REVISED SURFACE LEVELS.
- 6/ ALL EXISTING SIGNS TO BE CLEANED THROUGHOUT THE SECTION CONCERNED.
- 7/ IT IS THE CONTRACTORS RESPONSIBILITY TO INVITE THE DESIGNER TO A JOINT SITE VISIT TO MARK UP THE SCHEME.

KEY

- Proposed**
- 50 Proposed 50mph
 - 40 Proposed 40mph
 - 30 Proposed 30mph
- Existing**
- 40 Existing 40mph
 - 30 Existing 30mph

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REV	DATE	BY	CHK	AMENDMENT
A	21/05/14	SY	DP	Proposed 30mph on The Kent
B	19/09/14	SY	DP	DIMS ADDED
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 Warwickshire County Council.

Drawing title
**Proposed 50/40/30mph
 Clifton Upon Dunsmore
 Warwickshire**

Project title
Clifton upon dunsmore Plan

Drawn by SY	Checked by CB
Date April 2014	
Scale NTS @ A3_P	
Drawing number RS/9033-B	

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).