

**Proposed Decision to be taken by the  
Portfolio Holder for Transport and Planning on or after  
15<sup>th</sup> February 2019**

**VARIATION OF The Warwickshire County Council (B4451  
Gaydon Road & Station Road, Bishops Itchington) (30, 40  
& 50mph Speed limit) Order 2018**

**Recommendation**

That the Portfolio Holder for Transport and Planning approves the making of, The Warwickshire County Council (B4451 Gaydon Road & Station Road, Bishops Itchington) (30, 40 & 50mph Speed limit) Order 2018 (now 2019) as advertised

**1.0 Introduction**

- 1.1 The variation of the above named Order has been proposed to extend the existing 30mph on Knightcote Road from its current terminal point – 216m south of the Gaydon Rd junction - to a point 73.5 metres further along Knightcote Road and, as a consequence, a 30mph speed limit will come into force. A plan showing the effect of this proposal is appended to this report in Appendix A.
- 1.2 This proposal was published on 28.06.18 in the Stratford Observer and notices were also displayed on site. This report considers the single objection received as a result of the public consultation.
- 1.3 The Statement of Reasons for the proposed speed limit extension is appended to this report in Appendix B.

**2.0 Background information**

- 2.1 This particular speed limit extension request has come about because of a further proposal to build a number of new houses on the south east edge of Bishops Itchington, fronting Knightcote Road.
- 2.2 As part of the County Council Highway Consultation with Stratford District Council, under a Section 106 request, it was felt that the existing NSL60mph along that portion of Knightcote Road - where the new property frontages are to be build - would not be deemed to be appropriate.
- 2.3 From the public consultation a Police suggestion, would be to upgrade the terminal point speed limit signage with Gateway features at developer cost.
- 2.4 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 This Circular was subsequently superseded by Circular 01/2013.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.

- 2.5 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.

Knightcote Road contains a length of frontage which is undergoing substantial planned housing development and a number of new access(s).

Along Knightcote Road there have been ZERO personal injury collisions in the past five years. The relationship between speed and likelihood of collisions as well as severity of injury is complex, but there is a correlation. Lower speed limits will improve the safety of the road and the proposed new access(s).

- 2.6 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 District Council, Warwickshire Police, Fire Service, Ambulance Service, Road Haulage Association and other statutory consultees.
- 3.2 Public notices advertising the variation of the 30 mph limit were published in the Stratford Observer newspaper on 28.06.18. Notices were also displayed on street outlining the proposals. This resulted in the receipt of a single representation, summarised in the table below:

<u>Representations-</u> Objections 1, Comments 1, Support 0.	Officer Response
<p><b>Objection - from the Parish Council.</b></p> <p>. on the grounds that it is contrary to the advice received from WCC Highways regarding the speed limits on the B4451 approaches to the village. This advice, which was provided in relation to the recently installed revised traffic calming scheme, was that the 30mph limit should be moved closer to the built up area as this would have a greater impact on reducing vehicle speeds. The 30mph speed limit on the B4451 was, as a result, moved closer to the village.</p>	<p>. The advice provided was correct and still stands as this was referring to the B4451 Gaydon Rd. The matter at hand is referring to Knightcote Road which is off the B4451.</p>

<p>The proposal for Knightcote Road will see the 30mph limit extended further away from the built up area.</p> <p>Furthermore, the installation of new street lighting will urbanise a rural area.</p>	<p>. When the new development is completed, the village extent will also move out along Knightcote Rd, in keeping with the extended speed limit.</p> <p>. The installation of street lighting is beyond the scope of this particular proposal.</p>
<p><b>Comment - from the Police</b></p> <p>. No Objection. Would like to see Gateways at the new 30mph terminal points.</p>	<p>. Noted. To be undertaken by the Developer.</p>

### 3.3 Ward Member Views

3.3.1 The Ward Member Councillor Bob Stevens has been advised of this Traffic Regulation Order via email on the 29.06.18.

### 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

Appendix A - Plan of the advertised 30mph speed limit extension

Appendix B - Statement of Reasons.

Appendix C - Statutory Criteria for Making Decisions on Speed Limits

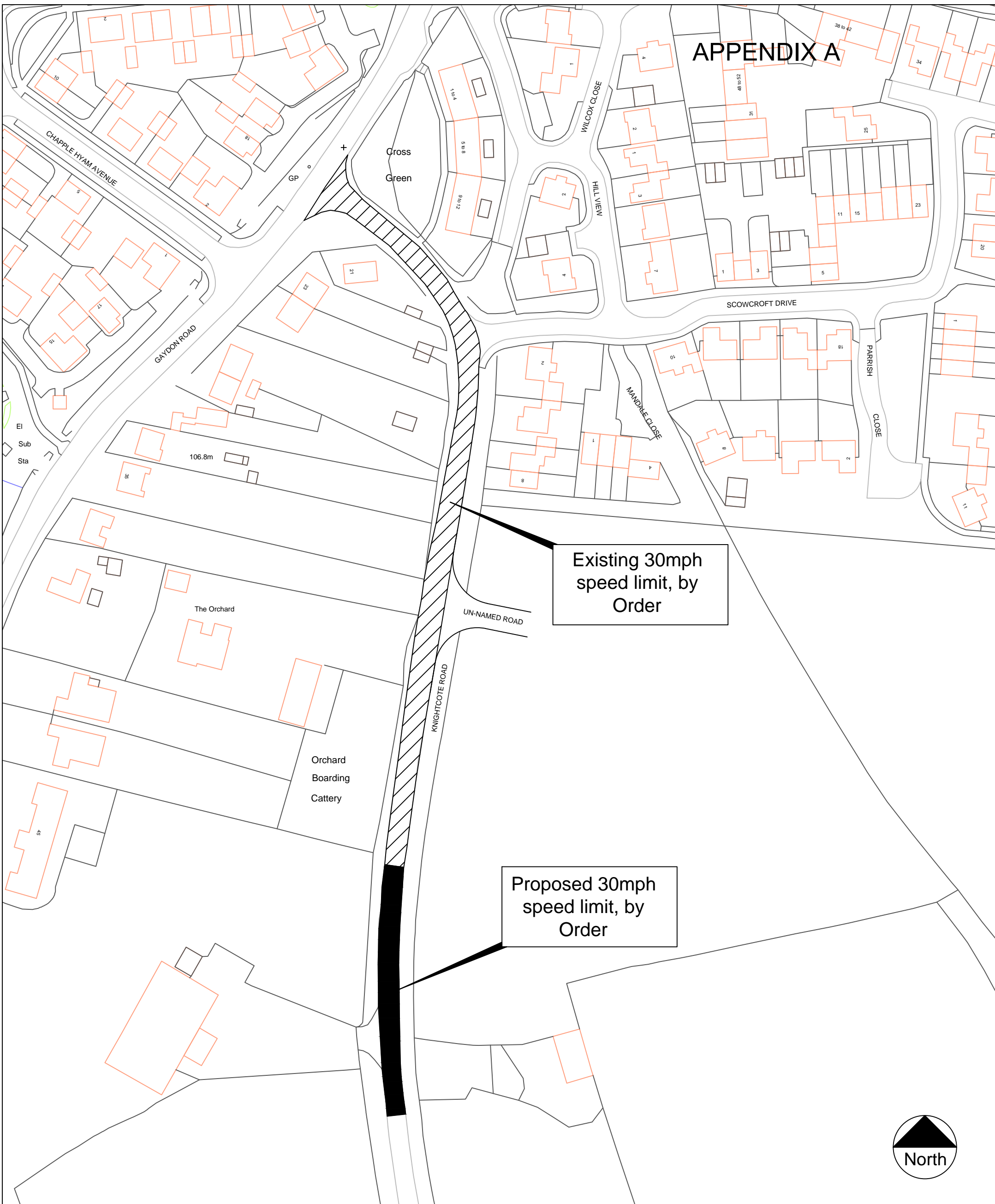
	<b>Name</b>	<b>Contact Information</b>
Report Author	Mike McDonnell	<a href="mailto:MikeMcDonnell@warwickshire.gov.uk">MikeMcDonnell@warwickshire.gov.uk</a> Tel: 01926 412954
Head of Service	Mark Ryder	<a href="mailto:markryder@warwickshire.gov.uk">markryder@warwickshire.gov.uk</a>
Strategic Director	Monica Fogarty	<a href="mailto:monicafogarty@warwickshire.gov.uk">monicafogarty@warwickshire.gov.uk</a>
Portfolio Holder	Jeff Clarke	<a href="mailto:cllrclarke@warwickshire.gov.uk">cllrclarke@warwickshire.gov.uk</a>

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

Local Member: Councillor Stevens

Other members: Councillor Cockburn, Phillips, Shilton, Clarke, Fradgley

# APPENDIX A



REV	DATE	BY	CHK	AMENDMENT	REV	DATE	BY	CHK	AMENDMENT	REV	DATE	BY	CHK	AMENDMENT
-	--/--/--	-	-	-	-	--/--/--	-	-	-	-	--/--/--	-	-	-
-	--/--/--	-	-	-	-	--/--/--	-	-	-	-	--/--/--	-	-	-



**Warwickshire County Council**  
**TRANSPORT AND ECONOMY**  
[www.warwickshire.gov.uk](http://www.warwickshire.gov.uk)  
<mailto:communities@warwickshire.gov.uk>

**Traffic & Road Safety**  
 Communities,  
 Shire Hall Post Room  
 Warwick, CV34 4SP  
 Tel : 01926 410410

**NOTES**

C:\Users\MMcD\Desktop\TRO Bishops Itchington S278 App\5 Drawings\Base Plan.dwg  
 Based on Ordnance Survey mapping with the permission of the Controller of HMSO  
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 Warwickshire County Council.

Drawing title  
**Proposed 30mph Knightcote Road Bishops Itchington**

Project title  
**Speed Limit Extension**

Drawn by <b>MMcD</b>	Checked by <b>-</b>
Date <b>19.04.18</b>	
Scale <b>NTS @ A3_P</b>	
Drawing number <b>TR 10750</b>	

**ROAD TRAFFIC REGULATION ACT 1984**

**VARIATION OF The Warwickshire County Council (B4451 Gaydon Road & Station Road, Bishops Itchington) (30, 40 & 50mph Speed limit) Order 2018**

**1. BACKGROUND**

- 1.1 Request to extend the existing 30mph on Knightcote Road from its current terminal point – 216m south of the Gaydon Rd junction - to a point 73.5 metres further along Knightcote Road, has been considered and this has resulted in the proposals below.

<b>Consultation Drawing Ref.</b>	<b>Location</b>	<b>Map Tile Ref.</b>	<b>Revision No.</b>
TR/10750	. Knightcote Road, south of Bishops Itchington	EU56	0 0

**2. STATEMENT OF REASONS**

2.1 Knightcote Road

Housing development of land adjacent to Knightcote Road on the southern side of Bishops Itchington, has led to a proposal to extend the existing speed limit in that locale.

Currently, there is a 30mph speed limit Order in place along this route. This length of Highway will soon include a new access leading into a new housing development.

The proposal is to vary the existing 30mph speed limit along this road and extend street lighting to suit.

Extending the current speed limit should have the effect of slowing motorists down from the existing NSL60 on approach to the location, which should also assist turning traffic in/out of the new housing developments, preserve visibility and aid road safety.

**3. SCHEDULE 1**

- 3.1 Plan Ref. TR/10750 to be included in Schedule 1, item 3 and attached to the existing 2018 Order.

3.2 Knightcote Road - Existing 30mph to be extended by 73.5m.

- (i) From its junction with the B4451 Gaydon Road in a generally south easterly direction for a distance of 289.5 metres.

**4. Existing Order to be varied.**

- 4.1 The Warwickshire County Council (B4451 Gaydon Road & Station Road, Bishops Itchington) (30, 40 & 50mph Speed limit) Order 2018

- 4.2 WCC reference No 239/18 (23.02.18)

## Appendix C - Statutory Criteria for Making Decisions on Speed Limits

### Knightsbridge Road, Bishops Itchington – Proposed 30mph Speed Limit Extension.

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).