

WARWICKSHIRE COUNTY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**THE WARWICKSHIRE COUNTY COUNCIL (LEAM TERRACE AND VARIOUS ROADS,
LEAMINGTON SPA) (20MPH SPEED LIMIT) ORDER 2026**

REFUGES / BUILD OUTS S90G HIGHWAYS ACT 1980

STATEMENT OF REASONS

1. BACKGROUND

Warwickshire County Council is proposing to make a Speed Limit Order, pursuant to section 84 of the Road Traffic Regulation Act 1984, the effect of which will be to introduce a 20mph speed limit as described in Schedule 1 below and shown on the attached plan (Ref: **MWT25/043/04A**), replacing the existing 30mph speed limit which is in place by virtue of a system of streetlighting.

Following a request from Cllr Will Roberts and local residents, Warwickshire County Council is proposing to introduce a 20-mph area wide speed limit as shown on the lengths of road described in the Schedule 1 below which are currently 30mph by virtue of streetlighting. The proposals seek to ensure consistency with other 20mph speed limits within the area. These works have been proposed through a series of measures as a direct result of funding through The Councillors Delegated Budget Fund

Speed data results showed that the mean speeds have met the criteria for reducing the speed limit to 20mph without having to install further physical engineering or traffic calming measures, apart from minimal separation refuges on Leam Terrace as described in Schedule 2 below, and central hatching, on the same length of road, given the width of Leam Terrace (approx. 11metres). Warwickshire Traffic & Road Safety team has confirmed that speed data results indicate that the average speed of vehicles travelling along these sections of carriageways are travelling at or below the desired speed to warrant the reduction in speed limit. In addition, Warwickshire Police also support the proposals.

The reduced speed limit will help from a road safety perspective, influencing driver behaviour. The proposals seek to secure expeditious and safe movement of vehicular traffic and for other road users, including pedestrians.

The proposals are consistent with the DfT Circular 01/2013: Setting Local Speed Limits on 20mph speed limits, with consideration given to the safety case and local support received from residents, Cllr Roberts and Warwickshire Police. The streets, where the 20mph speed limit is proposed, are used by people on foot and on bicycles, and the Council considers the characteristics of the streets are suitable for a 20mph speed limit.

2. PROPOSALS

In addition to the proposed speed limit change to 20mph, the scheme will involve the introduction of appropriate traffic signs and road markings and three separation refuges and road hatchings along the length of Leam Terrace. A pedestrian refuge with buildout is also proposed to be repositioned near to the junction with Leam Terrace and Willes Road.

3. LEGAL FRAMEWORK

The Road Traffic Regulation Act 1984 enables Warwickshire 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 a Speed Limit Order, Warwickshire County 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. This requires the Council to weigh up several factors when deciding to proceed with a proposal.

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 will sometimes need to give way to the objectives in section 122(2), and a balance has to be achieved between the overall objective and the matters set out in section 122(2).

The Council, as the Traffic Authority, is required to have regard to its duty under section 16 of the Traffic Management Act 2004, to manage the local road network to achieve as far as possible:

- securing the expeditious movement of traffic on the local road network; and
- facilitating the expeditious movement of traffic on road networks for which another authority is the Traffic Authority,
- having had regard to its other obligations, objectives and policies as far as possible.

The Council is required to have regard to its duty under section 149 of the Equality Act 2010 in the making of these proposals, and give regard to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it, and in particular, to the need to:

- remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;
- take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it;
- encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

Thorough consideration was given to the factors set out in Section 122 of the Road Traffic Regulation Act 1984 and Section 16 of the Traffic Management Act 2004 in proposing this Speed Limit Order.

Thorough consideration was given to the equality's duty of the Council under Section 149 of the Equality Act 2010.

SCHEDULE 1

Proposed 20mph Speed Limit order for various roads, Leamington Spa

1. Chapel Street, Leamington Spa

For its entire length.

2. Church Street, Leamington Spa

For its entire length.

3. Church Terrace, Leamington Spa

For its entire length

4. Clinton Street, Leamington Spa

For its entire length.

5. Farley Street, Leamington Spa

For its entire length.

6. Forefield Place, Leamington Spa

For its entire length.

7. George Street, Leamington Spa

For its entire length.

8. Gloucester Street, Leamington Spa

For its entire length.

9. Gordon Street, Leamington Spa

For its entire length.

10. Leam Terrace, Leamington Spa

From its junction with Mill Street to its junction with Willes Road.

11. Mill Road, Leamington Spa

For its entire length.

12. Mill Street, Leamington Spa

For its entire length.

13. New Street, Leamington Spa

For its entire length.

14. Packington Place, Leamington Spa

For its entire length.

15. Plymouth Place, Leamington Spa

For its entire length.

16. Priory Terrace, Leamington Spa

From its junction with Church Street to its junction with Mill Street.

17. Regent Place, Leamington Spa

For its entire length.

18. Rotherfield Close, Leamington

For its entire length.

19. Russell Terrace, Leamington Spa

For its entire length.

SCHEDULE 2

Proposed Refuges **Leam Terrace, Leamington Spa**

- 1. Refuge 1- Separation Refuge- Outside property 14-14a Leam Terrace, Leamington Spa**

1.2m wide x 3.43m length

- 2. Refuge 2- Separation Refuge- Outside property 30-28 Leam Terrace, Leamington Spa**

1.2m wide x 3.43m length

- 3. Refuge 3- Separation Refuge- Outside property 54 Leam Terrace, Leamington Spa**

1.2m wide x 3.43m length

- 4. Pedestrian Refuge/ Build Out- Re-positioned - pedestrian refuge located at the Junction of Leam Terrace/Willes Road -3.1m into Leam Terrace from the Junction.**

Pedestrian Refuge 5.4m wide x 1.85 wide
Build-out on the Southern kerb line is 1.7m wide

- 3. Existing Orders to be varied**

None.

- 5. Plans**

MWT25/043/04A.

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