

WARWICKSHIRE COUNTY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**THE WARWICKSHIRE COUNTY COUNCIL (DAKOTA DRIVE, SOUTHAM) (20 MPH
MAXIMUM SPEED LIMIT) ORDER 2026**

STATEMENT OF REASONS

1. BACKGROUND

A new residential development in the village of Southam, situated off Welsh Road East, Southam, is nearing completion and as approved through the planning process, it is proposed to introduce a 20mph maximum speed limit along the entire length of Dakota Drive and Beaufort Crescent, as described in the Schedule below.

An independent Road Safety Audit has been undertaken and confirmed compliance with current Department for Transport design standards and advice on setting Local Speed Limits. The geometry of the new roads has been designed to complement the proposed 20mph speed limit and to help enforce the need for motorists to reduce their speed through this new built-up area.

2. PROPOSAL

The proposal is to introduce a 20mph speed limit along both roads that make up this new residential development, Dakota Drive and Beaufort Crescent, where motorists should expect to see people walking and cycling in these streets thereby creating a safe environment for everyone in line with the Council's Local Transport Plan.

Consultation Plan no:	Street Name	Town	ParkMap Tile no:	ParkMap Revision no:
PTRO26 016	Dakota Drive	Southam	GP82	1
PTRO26 016	Beaufort Crescent	Southam	GP82	1

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.

The Department for Transport's Circular 01/2013 'Setting Local Speed Limits' (updated March 2024) provides the basis for assessing local speed limits, either for developing route management strategies or 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 is appropriate."

In deciding whether to make a Traffic Regulation 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 consider 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 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 people using or desiring to use such vehicles
- and any other matters appearing to the Council to be relevant

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 must 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 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.

3. SCHEDULE

Dakota Drive, Southam

From its junction with Welsh Road East for its entire length, approximately 110 metres.

Beaufort Crescent, Southam

From its junction with Dakota Drive for its entire length, approximately 135 metres.

4. Existing Order to be varied.

None.

Ends.