

THE WARWICKSHIRE COUNTY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984
SPEED LIMITS

THE WARWICKSHIRE COUNTY COUNCIL (VARIOUS ROADS, BARFORD)
(20 MPH & 30 MPH SPEED LIMIT) ORDER 2026

STATEMENT OF REASONS

1. BACKGROUND

Warwickshire County Council is proposing to make a Speed Limit Order, pursuant to section 81 and 84 of the Road Traffic Regulation Act 1984, the effect of which will be to introduce a 20mph speed limit as described in the Schedule below and shown on the attached plan (Ref: PTRO24 029 001)

Following a request from Cllr Matecki on behalf of the parish of Barford, Warwickshire County Council is proposing to introduce a 20-mph speed limit as shown on the lengths of road described in Schedule 1 below.

Speed data results conducted showed that the mean speeds have met the criteria for reducing the speed limit to 20mph without having to install traffic calming measures. Warwickshire Road Traffic & Road Safety team have 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.

As part of the proposals Warwickshire County Council are also proposing to introduce a 30-mph speed limit on the lengths of road as described in Schedule 2 below for administrative reasons to formalise existing installed signage. The on-street signed speed limits for these schedule items will not be changed and as such plans have not been provided for these locations.

2. PROPOSALS

The scheme will involve the introduction of appropriate traffic signs and road markings.

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Speed Limit Orders and Restricted Road Roads remain in force until superseded or revoked.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 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 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.

3. SCHEDULE

SCHEDULE 1 **(20mph Speed Limit)**

(1) D6013 Avon Close, Barford

In its entirety from its junction with High Street.

(2) D5311 Carter Drive, Barford

In its entirety from its junction with Keytes Lane.

(3) D6012 Church Lane, Barford

In its entirety from its junction with Church Street.

(4) C209 Church Street, Barford

From a point 14 metres northeast from its junction with Bridge Street to its junction with High Street.

(5) C209 High Street, Barford

From its junction with Church Street to a point 61 metres southwest of its junction with Barford Hill and Hareway Lane.

(6) D6010 Fairfax Close, Barford

In its entirety from its junction with Keytes Lane.

(7) D6011 Keytes Lane, Barford

In its entirety from its junction with Church Street.

(8) D6016 Verdon Place, Barford

For its entirety from its junction with Church Street.

SCHEDULE 2
(30 mph Speed Limit)

(1) C209 Barford Hill, Barford

From its junction with High Street and Hareway Lane in a north easterly direction for 314 metres.

(2) C209 High Street, Barford

From its junction with Barford Hill and Hareway Lane in a south westerly direction for 61 metres.

4. Existing Order to be varied

The County Council of Warwick (Built-up Areas) (No. 2) Order 1936 - WCC reference Order No. 1 (schedule 2 part 4 to be revoked in its entirety)

5. Plans

PTRO24 029 001