

WARWICKSHIRE COUNTY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984
SPEED LIMITS

THE WARWICKSHIRE COUNTY COUNCIL (VARIOUS ROADS, BOROUGH OF NUNEATON AND BEDWORTH) (SPEED LIMIT) (VARIATION NO. 1) ORDER 2026

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 reduce the length of the existing 50mph speed limit on B4029 Bedworth Road as described in the Schedule below.

The proposed scheme is funded as part of a DfT/ROR “Road Over Rail” safety scheme. The proposals include a reduction of the existing 50mph speed limit on B4029 Bedford Road to 30mph, to provide a safer speed limit on the bridge over the West Coast Mainline railway near to Bulkington Railway Station, as described in the Schedule 1 below.

The proposed improvements to the road layout on B4029 Bedford Road, Bulkington, are required for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.

2. PROPOSALS

The proposals are to reduce the length of the existing 50mph speed limit on B4029 Bedworth Road, this section of road will become a restricted road (30mph) by virtue of a system of streetlighting. The aim of the scheme isn't to address a particular known speeding issue, but to mitigate the risk of an errant vehicle making its way onto the West Coast Mainline. It's being proposed alongside other physical measures, in accordance with the Department for Transport's “Managing the accidental obstruction of the railway” document, and a reduced speed limit would also improve road safety and improve the environment for all road users. The scheme will involve the use of speed limit signage and associated road makings to reinforce the new limit, in full compliance with Traffic Sign Regulations and General Directions (TSRGD) 2016. Other measures are likely to be introduced include a combination of high containment “trief” kerbs and bollards to provide some physical vehicle restraint. The site has a lot of constraints that make the installation of a full VRS extremely challenging, whereas the high containment kerbs are an effective alternative, but should only be used in areas with a 30mph speed limit, hence the reason for the proposal.

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 01/2024 '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

50mph Speed Limit

B4029 Bedworth Road

From a point 139 metres east of its junction with Columbia Gardens, westwards to a point 150 metres west of the railway bridge, for a total distance of 669 metres.

The rest of the 2009 Order will remain in force.

4. Existing Order to be varied.

The Warwickshire County Council (Various Roads, Borough of Nuneaton and Bedworth) (Speed Limit) Order 2009.

5. Plans

As attached.

Ends.