

**WARWICKSHIRE COUNTY COUNCIL**

**ROAD TRAFFIC REGULATION ACT 1984**

**PROPOSED 50 MPH SPEED LIMIT – A3400 BETWEEN NEWBOLD ON STOUR &  
TREDINGTON INCLUDING THE ‘FOSSE WAY’ ROUNDABOUT AND ITS  
APPROACHES, ALONG WITH HALFORD ROAD**

**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 reduced speed limit on the A3400 between Newbold on Stour and Tredington and the adjoining roads.

This proposal forms part of the Council's Casualty Reduction Programme and the wider rural route treatment of the A3400 corridor within Warwickshire. Analysis of personal injury collision data has identified a pattern of collisions along this section of the A3400, where vehicle speeds are considered to be inappropriate for the prevailing road conditions.

The length of carriageway subject to this proposal extends for approximately 1,910 metres, measured along the centreline of the carriageway, and is currently subject to the national speed limit. However, the Council considers that the character of this length—incorporating bends, junctions, private accesses, frontage development, and agricultural activity—does not support the existing derestricted speed limit.

The Council considers that a reduction in the speed limit along with further engineering measures, such as enhanced advanced warning signs, carriageway markings and road studs, will enable drivers to better negotiate bends, junctions and other features along the route, thereby reducing the likelihood and severity of collisions.

The carriageway described in Schedule 1 below is considered to be more suitable for a lower speed limit and would benefit the dwellings, accesses and junctions it serves. In developing the proposal, the carriageway has been assessed inline the DfT guidance in Setting local Speed Limits. The assessment has taken into account a range of factors including collision data (in particular Killed or Seriously Injured casualties), mean vehicle speeds, traffic flows, and the existing carriageway environment.

The proposed speed limit is therefore considered to be appropriate, proportionate and consistent with national guidance, and is intended to encourage improved driver behaviour and reduce both the frequency and severity of personal injury collisions.

## 2. PROPOSALS

The proposal will replace the existing national speed limit with a lower mandatory speed limit of 50 mph along a length of approximately 3,200 metres and on a number of roads which are listed as Halford Road, Fosse Way (A429), measured along the centreline of the carriageway, as described in the Schedule below.

The scheme will include the provision of appropriate terminal and repeater signing in accordance with the Traffic Signs Regulations and General Directions.

The purpose of the proposal is to:

- Improve road safety for all users
- Reduce vehicle speeds to a level appropriate to the carriageway and surrounding environment
- Reduce the number and severity of personal injury collisions; and
- Provide a consistent approach to speed management along the A3400 corridor.

## 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**

##### **Part 1**

##### **A4300**

From a point 100 metres south-east of its junction with Armscote Rd, Newbold on Stour, southeast wards to a point 99 metres southeast of its junction with Averis Way, Tredington (for a distance of approximately 1910 metres this will also include the 'Fosse Way' roundabout.

##### **Part 2**

##### **Halford Rd**

From its junction with A3400 Shipston Rd, north-eastward for a distance of 43 metres.

##### **Part 3**

##### **Halford Rd**

From its junction with A3400 Shipston Rd, south-westward for a distance of 43 metres.

##### **Part 4**

##### **Fosse Way (A429)**

From its junction with A3400 Shipston Rd, north-eastward for a distance of 120 metres.

##### **Part 5**

##### **Fosse Way (A429)**

From its junction with A3400 Shipston Rd, south-westward for a distance of 114 metres.

### **4. Existing Order to be revoked.**

NO

### **5. Plans**

TR-11443.1

Ends.