

TRAFFIC REGULATION ORDERS – REPRESENTATIONS REPORT

SECTION 1 – Cover Sheet	
Order Title:	<u>THE WARWICKSHIRE COUNTY COUNCIL (BRIDGE END, WARWICK) (20 MPH SPEED LIMIT) ORDER 2025</u>
Order Type:	Speed Limit Order
Location:	Bridge End, Warwick
Consultation Start Date:	6th February 2025
Consultation End Date:	28th February 2025
Officer/Team Name:	Graham Stanley (carried out consultation) Candie Humphreys (taken over scheme following officer leaving organisation)
Legal ref no:	E63193

Classification (see Section 4 for definitions)	Minor	☐
	Non-Minor (2 or fewer objections)	☒
	Experimental	☐

n.b. If none of the above classifications apply objections should be presented to the Portfolio Holder for Transport & Planning for decision.

Background of Proposals
The proposed 20mph Speed Limit in Bridge End was requested by the previous sitting County Councillor, Cllr Parminder Singh Birdi at the request of residents have been concerned about traffic from the Kings High School using Bridge End at school times.

Legal Services
Legal Services have confirmed via email that the proposed Order was subject to statutory advertisement on the dates reported (section 1) in the Leamington Courier. Representations were received as noted below.

Risk Implications
The Corporate Risk Management Approach has been compiled with to identify and access the significant risks associated with this decision / project. This includes (but not limited to) political, legislation and reputational risks.

Overview of Representations	
Elements within the Order with <u>no objections</u> :	n/a

Elements within the Order with objections: 1		No. of Objections:
1	SCHEDULE (20 mph Speed Limit)	2

Documents Attached:

Public Notice ☒

Statement of Reasons ☒

Plan(s) ☒

Copies of Objection(s) ☒

Additional Documentation:
Notice Draft Order Consultation plan - PTRO24/015/01 Statement of reasons NB objections detailed in full in section 2 with only contact information redacted

SECTION 2 – Objections & Comments (1 of 1) (1 per Element with Objections)

Order Element: SCHEDULE (20 mph Speed Limit)

Representations received

Total no. objections 2

Total no. support 0

No.	Representations	Officer Response
1	I wish to object to the proposed traffic order. It is unnecessary and a waste of money. I have just returned from there and due to parking, it is virtually a single-track road for three quarters of its length. I have never in 25 years of living in the area ever witnessed any excessive speeds on these roads. I would like to understand what accidents, collisions or injuries have occurred on the proposed roads which would warrant or justify this change. Otherwise, it is just a pointless waste of money and as such, I object.	Scheme is being proposed using funds from ward delegated budget is capital fund designed to deliver minor highway improvement schemes which benefit communities. DfT guidance states that speed limits should encourage self-compliance, therefore, to be considered for a 20mph speed limit a road must have mean speeds of 24mph or less which is the case at this location. No Personal Injury Collision (PIC) data in last 5 years on internal WCC mapping. Proposals in response to use of road by school traffic.
2	I object most strongly to this waste of public money on the following grounds. This is a conservation area and signage will spoil it. When was the last time anyone was prosecuted for speeding? it is difficult to go at 20 mph currently due to the on-road parking and the twisting nature of the road. In Archery fields and the side roads off Bridge End 10 mph may be possible! Has anyone from your office ridden round to assess the current speed limit? Who would monitor the speed? There is never a sign of the Police! If you want to spend public money it would be better directed at road repairs as Bridge End as the side roads are in a poor condition. I don't expect you will reply or take any notice of my objection, it is odd that you have only posted notices wrapped around posts rather than contact each property effected	Minimum legal requirement for repeater signs would be installed on existing street furniture to minimise visual impact We would need to defer to Warwickshire Police with regard to speed offences. Mean speeds of road confirmed to be under 24mph following traffic surveys of Bridge End as required for the consideration of a 20mph speed limit order. DfT guidance states that speed limits should encourage self-compliance. Scheme is being proposed using funds from ward delegated budget is capital fund designed to deliver minor highway improvement schemes which benefit communities. While ward members may direct to new schemes or road repairs it is for them to lead on direction of proposals There is no legal requirement to: a) post notices "on-site" or b) deliver letters to surrounding properties. All legal responsibilities were undertaken.

Note – Representations are redacted and show only the detail of the correspondence, not the correspondent or any identifying information.

Officer Recommendations
Option 1 To uphold the objections received and withdraw the advertised proposed traffic regulation order. Option 2 To note the objections received and to approve the making of the following element as advertised.

Members Comments
Councillor Singh Birdi as the local member (at the time of consultation), and the Portfolio Holder, were consulted at time of advertising. No representations from Members were received in response. Cllr Scott (current ward member) has since expressed support for proposals

SECTION 3 – Recommendations & Approvals

Element	Recommendations	Recommendation upheld?
SCHEDULE (20 mph Speed Limit)	To approve the making of the following element as advertised.	☒
SCHEDULE (20 mph Speed Limit)	To uphold the objections received and withdraw the advertised proposed traffic regulation order.	☐

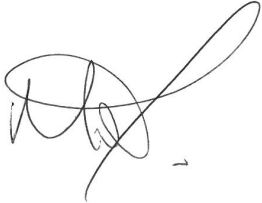
Additional information (for completion by Executive Director of Nominated Representative)

e.g.

Detail of reasoning for not upholding recommendations

Forward actions

Referral to Portfolio Holder

Signature:	
Mark Ryder – Executive Director for Communities or Nominated Representative of Executive Director of Communities Name & Position: xxx	☒ ☐
Date:	23.04.2026

SECTION 4 – Constitutional Definitions of Minor Traffic Orders**Warwickshire County Council Constitution**

Part 2(10), Appendix A, 10.5 Executive Director for Communities “Rights of Way, Traffic Regulation, Planning and Environment”

Rights of Way and Traffic Regulation			
	Powers and Duties	Statutory Reference	Function Type
5*	5.1 To make temporary traffic regulation orders and experimental traffic regulation orders; 5.2 To propose the making of Minor Traffic Orders (as defined in item 18 of this table below) and, subject to consideration of all objections duly made under the relevant Regulations and not withdrawn (if any), to make the Minor Traffic Orders; 5.3 To propose the making of orders (other than temporary orders and Minor Traffic Orders) relating to road traffic, parking places and speed limits and, in the event of no more than two objections being received (and not withdrawn) under the relevant Regulations, to make the orders.	Part I, II, IV and VI, Road Traffic Regulation Act 1984	Executive
18*	To propose and make minor road traffic orders provided that the local member does not object. A “minor traffic order” is one falling into one of the following categories: (i) no waiting at any time restrictions at junctions including waiting restrictions required for the safe and efficient operation of traffic signals. (ii) introduction or removal of waiting restrictions on one or both sides of a length of road extending no greater than 50 metres on a principal road or 100 metres on a non-principal road, when measured along the centreline of the road. (iii) introduction or removal of on-street parking places, on one or both sides of a length of road extending no greater than 50 metres on a principal road or 100 metres on a non-principal road, when measured along the centreline of the road. (iv) Amendments to hours of operation of existing on-street parking places. (v) Extension of an existing speed limit on a length of road extending no greater than 50 metres on a principal road or 100 metres on a non-principal road, when measured along the centre line of the road. (vi) Extension of an existing speed limit to encompass any new accesses to new development (vii) Waiting restrictions, moving traffic orders, speed limits as recommended by a Road Safety Audit (viii) Waiting restrictions, eligibility for residents parking permits, moving traffic orders, speed limits as an integral component of wider schemes. (ix) Structural weight limits as required by load capacity assessments. (x) Individual bays for Disabled Badge Holders Only within residential streets which already have on-street parking places. (xi) Any other traffic order designated by the Director of Environment, Planning and Transport as such following consultation with the Executive Director for Communities, the relevant Portfolio Holder and the Chair of the relevant Overview & Scrutiny Committee. The maximum lengths of roads which come within the definition of “Minor Traffic Order” apply to each separate proposal and not the total length of road covered by an order which may contain a number of proposals. The above definition of a “Minor Traffic Order” will apply to new orders and to amendments to existing orders.	Parts I and II, Road Traffic Regulation Act 1984	Executive