

Traffic Regulation Order – Representations Report

SECTION ONE – Overview information sheet

Order Title:	THE WARWICKSHIRE COUNTY COUNCIL (VARIOUS ROADS, HAMPTON ON THE HILL, WARWICK) (20 MPH SPEED LIMIT) ORDER 2025
Order type	Speed Limit Reduction 30mph to 20mph.
Status	Minor ☐ (2 to 5 Objections) Non-Minor ☒ (<2 Objections)
Location:	Hampton on the Hill, Warwick
Consultation dates:	Start 19 th September 2025 – 13 th October 2025
Officer details	Zoe Masterman-Smith (<i>Minor Works Team</i>) x2896

Note – any more than five Objections then this Report goes for a Portfolio Holder Decision.

1.1 Purpose of this Report	To consider a representation received in response to a public notice advertising a TRO for a proposed reduction in the Speed Limit on Grove Croft, Grove Park, Hampton Croft, Hampton Road, Old Budbrooke Road, Old School Lane, Hampton Road, Hampton on the Hill from 30mph to 20 mph and to increase the Speed Limit on a section of Hampton Road from 30mph to 50mph.
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1.2 The above-named proposal was advertised between the 19th September 2025 – 13th October 2025 and resulted in two Objections and one comment to the change in speed limit.

1.3 Table of correspondence received, and Officer replies.

Representation	Officer Response
<u>OBJECTION</u> Resident of Hampton on the Hill, Warwick I am writing to formally object to the proposed increase in the speed limit to 50mph on the section of Hampton Road leading from the A4189 into the village. 1. While I understand and support the reduction to 20mph in other areas, I am deeply concerned about the decision to raise the limit on this particular stretch. This section of road is notably narrow and frequently used by local residents on foot, especially during early mornings and evenings when visibility is reduced. Vehicles exiting the A4189 at speed pose a significant risk to pedestrians, and increasing the limit further exacerbates this danger.	Thank you for your email regarding the proposed Traffic Regulation Order 'THE WARWICKSHIRE COUNTY COUNCIL (VARIOUS ROADS, HAMPTON ON THE HILL, WARWICK) (20 MPH SPEED LIMIT) ORDER 2025'. I acknowledge your concerns and appreciate the time you have taken to outline the potential risks associated with this proposed change, particularly in relation to pedestrian safety and the character of the road. Your observations regarding visibility, road width and pedestrian usage have been duly noted and will be taken into account as part of the ongoing review process.

2. Local communications had indicated that the entire stretch of Hampton Road from the A4189 would be reduced to 30mph, a change that aligns with broader government efforts to improve road safety and reduce accident risk. The proposed increase to 50mph appears to contradict these objectives and may reflect a misunderstanding of the original intent to lower speeds in this area.

3. I therefore strongly object to the proposed increase and urge that this section be reconsidered for a reduction to 30mph throughout. I respectfully request that this objection be formally noted and that my proposal be given due consideration in the final decision-making process.

I also acknowledge the reference to previous communications suggesting a reduction to 30mph along the entire stretch of Hampton Road.

Should you have any further comments or supporting information you wish to submit, please do so in writing by 14th November 2025.

No further correspondence has been received.

FORMAL OBJECTION

Thank you for the meeting last week to talk through the proposed scheme (PTRO24 025 001) and I am sorry it has taken a few days to respond formally on behalf of Warwickshire Police.

1. Hampton on the Hill already has traffic calming in situ to support the existing 30mph limit. Without it, there is no doubt that the speeds would be even higher and indeed, we do get complaints on Old School Road regarding non-compliance to the 30mph. This is largely due to the location of the village and commuter traffic using it as a cut through to the A46 for Coventry and the Parkway railway station.

2. The speed data supplied with the original application in May 2025 just does not support the drop to 20 in any of the proposed roads other than in the very centre of the village between the two pinch points and indeed was only just low enough to justify the existing 30 according to the protocols and agreements adopted by WCC in line with DfT guidance. Merely changing the signed limit will not alter driver behaviour.

Thank you for your detailed response and for taking the time to review the proposed Traffic Regulation Order as shown above. I appreciate your engagement and the clarity with which you've outlined Warwickshire Police's position.

I acknowledge your concerns regarding the proposed reduction from 30mph to 20mph and the extension of the 50mph limit, particularly in relation to the speed data, road safety implications and adherence to agreed protocols. Your feedback is invaluable in ensuring that any changes to speed limits are both evidence-based and aligned with national and local guidance.

I understand that the original speed data did not support a blanket reduction to 20mph across the proposed roads and note your position that only the section between Woodway and the church meets the criteria for such a change. I also recognise your concerns about the potential safety risks at the junction of Hampton Road and Old school Road and the implications of extending the 50mph limit without accompanying engineering measures.

Should the scheme proceed despite the formal objection, I agree that a review after 12 months would be prudent.

3. I would also have very real road safety concerns regarding the extension of the 50mph limit on Hampton Road up towards the junction with Old School Road due to the very busy nature of this junction in rush hour and the restricted visibility to the left out of Old School Road. This would put vehicles at much higher speeds approaching the junction on the Hampton Road and there are no measures shown to address this. I do appreciate the desire to get rid of the short section of 30mph that would have been left if the 20 was implemented but this is not a safe way to do it. A similar issue will be exacerbated as vehicles turn left off the Henley Road directly into an unsustainable 20mph limit.

4. Warwickshire Police would **FORMALLY OBJECT** to the implementation of the 20mph zone and extension of the 50mph limit as shown in the drawing PTRO24 025 001. The only section that Warwickshire Police would not object to being a 20mph limit would be the section of existing 30mph starting at the terminal signs at the north end of the village (Woodway) through the village to the pinch point by the RC Church. This is the only section that complies with the requirements.

5. I would ask that, in the event of the Police objection being overruled, the scheme be reviewed in 12 months and should it be found unsuccessful it either be removed or further engineering measures implemented to make it self-enforcing. It should never fall to finite Police to make a new scheme successful through enforcement and I would also hope that the current Warwickshire Police policy of not routinely enforcing 20mph limits is made very clear to the residents to manage their expectations.

I also support your recommendation that any future enforcement should not fall solely on Police resources and that residents should be made aware of current enforcement policies regarding 20mph limits.

I will ensure your objection is formally recorded and considered as part of the decision-making process. Your input will also be shared with the relevant teams conducting the safety audit, so that the speed data can be properly considered in their assessment.

Thank you for your continued collaboration. Please do not hesitate to contact me should you wish to discuss any aspect of the scheme further.

COMMENT

I read with dismay your plan to establish a 20mph speed limit in Hampton on the Hill.

I use this road regularly and it is usually difficult to get to 15mph, with parked cars and speed control islands so why on earth waste money with more signs and road markings that will make no difference to the average traveller's speed?

On the basis of a freedom of information request will you please let me know the cost of the signage, the cost of setting it up, the cost of the bureaucracy behind this and the cost of painting the roads with speed signs?

To be honest, whatever the cost, I should have thought there were better uses for the money.

Thank you for taking the time to respond to the consultation stage of the proposed introduction of a 20mph speed limit through the village of Hampton on the Hill.

All contributors to the consultation are provided with a response as soon as possible after the consultation period closes.

New speed limits are introduced in places where the majority of drivers will comply with them. General compliance needs to be achievable without an excessive reliance on enforcement, that is, the existing conditions of the road together with measures such as traffic calming or signing, publicity and information as part of the scheme, lead to a mean traffic speed compliant with the speed limit.

The proposal to introduce a 20mph speed limit through the village was initiated by Councillor Jan Matecki, the Elected Member for the Budbrooke & Bishops Tachbrook ward, on behalf of the local community. The scheme is being funded through the ward's Delegated Budget, which is allocated annually to each elected member to support minor local highway maintenance and improvement projects. No additional funding has been sought for this initiative.

To make a Freedom of Information request, please follow the appropriate process by accessing the link: <https://www.warwickshire.gov.uk/accesstoinformation>

I hope this clarifies your enquiry, but should you wish to uphold your objection, please confirm this in writing before 14th November 2025.

No further correspondence has been received.

SECTION TWO - Recommendation & supportive information.

The recommendations:

Option 1

To uphold the objections received from members of the public and Warwickshire Police and withdraw the advertised proposed traffic regulation order.

Option 2

To note the objections received and to progress with making the order for the 20mph speed limit on various roads in Hampton on the Hill, as detailed in the advertised proposed traffic regulation order.

2.1 Members Comments

2.1.1 The County Councillor Jan Matecki was included in the initial Consultation and was fully supportive of the proposed speed limit change.

2.2 Legal Services

2.2.1 Legal Services have confirmed via email that the proposed Order was subject to statutory advertisement on the dates reported (Item 1.2) in the appropriate local publication for the Warwick area. Representations were received as noted above.

2.3 Risk Implications

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

2.4 Financial Implications

2.4.1 The Scheme would cost £16,500 and would be fully funded from the members delegated budget funding 2025/2026.

2.5 Environmental Implications

2.5.1 The environmental impacts of delegated budget highway schemes are considered as part of the design process which includes the environmental impact to all residents, including vulnerable people. The proposed scheme also meets the Council's forecast for climate change in urban areas by having reduced speeds and therefore reduced pollution.

2.5.2 The contractors on the Council's Framework Contract for the Provision of Engineering and Construction works (WCC 16382) have all demonstrated that they hold a certificate of compliance with BS EN ISO 14001(or equivalent) or have otherwise satisfactorily demonstrated their policies and arrangements for the management of construction -related environmental issues.

2.6 Equalities Implications

2.6.1 All schemes have been designed in accordance with the Traffic Signs and General Directions 2016, following best practice guidance as used by the Department for Transport and with consideration of the Equalities Act 2010. A scheme-specific equalities impact assessment has not been commissioned as the implementation of this scheme is not expected to have a detrimental impact to any particular demographic of road user.

SECTION THREE – Documents attached

20 MPH Speed Limit Plan No PTR024 025 001

Appendix A Statement of Reasons 20mph Speed Limit

Appendix B Various Roads, Hampton on the Hill Public Notice

Appendix C 20mph Speed Limit Order

Appendix D Speed Survey Data

Appendix E Email Residents Objection

Appendix F Email Police Objection

Appendix G Email Residents Comment

SECTION FOUR – FOR DECISION

Both Service Directors listed below are requested to; -

Support either Option 1 or Option 2 as detailed above in Section 2.

The recommendation as set out above is hereby approved.

Please tick:

Option 1

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OR

Option 2

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Signature:



Date: 30.01.2026

Richard Fenwick – Director of Highways

Option 1

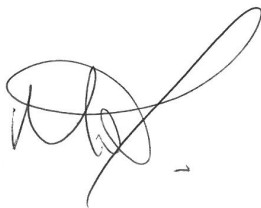
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OR

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Option 2

Signature:



Date: 30.01.2026

Mark Ryder – Executive Director for Communities