

PORTFOLIO HOLDER HOUSING, INFRASTRUCTURE AND TRANSPORT

DATE	10 th February 2026
REPORT OF	Councillor Stewart Swinburn, Portfolio Holder Housing, Infrastructure and Transport
RESPONSIBLE OFFICER	Carolina Borgstrom – Director for Environment, Economy and Infrastructure
SUBJECT	Speed Limit Order – 25-25: Bradley Road, Waltham
STATUS	Open
FORWARD PLAN REF NO.	PHHIT 02/26/04

CONTRIBUTION TO OUR AIMS

An extension of the current 30mph speed limit at this location, will contribute to the health and wellbeing of all road users, business owners and visitors to the area by creating, and maintaining, a safer highway environment by implementing appropriate speed limits.

EXECUTIVE SUMMARY

In order to comply with planning requirements relating to the nearby Snape 'Aspen Park' development, it is proposed to extend the current Waltham village 30mph speed limit extent further north along Bradley Road.

RECOMMENDATIONS

It is recommended that:

- a) Approval be granted for the making of a Speed Limit Order to introduce an extension of the current 30mph speed limit on Bradley Road, Waltham, the extent of which is shown indicatively in the plan in Appendix One (Ref: ADHR-25-02).
- b) In the event there are unresolved material objections to the Order, these will be referred to the Portfolio Holder for determination and a decision as to whether or not the Order be confirmed and executed.

REASONS FOR DECISION

The review of current restricted road (30mph) speed limit on Bradley Road is required in order to comply with Planning requirements related to the nearby development.

1. BACKGROUND AND ISSUES

- 1.1 Planning approval was given to the Snape 'Aspen Park' housing development (DM/0997/16/OUT and DM/1084/20/REM) which included the installation of a new zebra crossing on Bradley Road in front of the development site. Due to an increase of vehicle movements accessing and egressing the site, and also the increase in property frontages, it was deemed necessary on road safety

grounds that the 30mph speed limit should be extended. This will ensure that vehicle speeds are appropriate in the vicinity of the site and on the approach to the crossing.

- 1.2 The overall speed limit framework, including the setting of national limits for different road types, and which exceptions to these general limits can be applied, is the responsibility of the Government. The three national speed limits in England are:

- the 30mph speed limit on roads with street lighting (sometimes referred to as restricted roads)
- the national speed limit of 60mph on single carriageway roads
- the national speed limit of 70mph on dual carriageways and motorways

These national limits are not, however, appropriate for all roads.

- 1.3 Setting speed limits at the appropriate level for the road and ensuring compliance with these limits play a vital part in ensuring greater safety for all road users. The relationship between speed and likelihood of collision, as well as severity of injury, is complex, but there is a strong correlation. As a general rule, for every 1mph reduction in average speed, collision frequency decreases by around 5% (Taylor, Lynam and Baruya, 2000). For typical types of road traffic collisions, the risk of death for drivers and pedestrians involved reduces with reduced vehicle speeds and it is particularly important to consider those speeds where the balance tips in favour of survival.

- 1.4 When setting speed limits, Local Authorities should seek to ensure that the speed limit is evidence led and seek to reinforce people's assessment of what is a safe speed to travel. Drivers should encourage self-compliance. More importantly, speed limits should be seen by drivers as the maximum rather than a target speed. A lower speed limit may also create an environment where residents feel safer to undertake more healthy behaviours such as increased physical activity in the form of walking, cycling or scooting.

- 1.5 Fear of traffic can affect people's quality of life in villages. It is, therefore, Government policy that a 30mph speed limit should be the norm through villages. Traffic Advisory Leaflet 01/04 (DfT, 2004) sets out policy on achieving lower speed limits in villages. It suggests that reasonable minimum criteria for the definition of what constitutes a village, for the purpose of applying a village speed limit of 30mph, would be that there were both:

- 20 or more houses (on one or both sides of the road)
- a minimum length of 600m

- 1.6 Given the road characteristics, the new street scene layout as a result of the development and the installation of a zebra crossing, it was therefore concluded that an extension to the current 30mph speed limit would be appropriate on road safety grounds. This was then formally noted as a requirement in the planning approval for the site, therefore a speed limit order is required to be made to legally implement the change (The extent and location of which is detailed indicatively in the plan at Appendix One (Ref: ADHR-25-02).

2. RISKS AND OPPORTUNITIES

- 2.1 The proposal provides an opportunity to consider speed limits that are appropriate for the area in which they are implemented and which in turn reduce road safety risks especially for more vulnerable road users.
- 2.2 The key risks with the proposal to introduce new speed restrictions are:
- Drivers may not adhere to the revised 30mph speed limit resulting in vehicles travelling at an inappropriate speed.
 - An increase in the level of unsafe overtakes where drivers do not believe the speed limit to be appropriate.
- 2.3 Should the proposal not be approved the key risks are:
- The severity of any collisions that may occur in the future along Bradley Road may be worse than if the reduced speed limit had been implemented.
 - The Council would not be in accordance with the planning permissions granted for the nearby site.

3. OTHER OPTIONS CONSIDERED

- 3.1 Do nothing. This is not recommended given that the change in speed limit is required in order to comply with planning requirements.

4. REPUTATION AND COMMUNICATIONS CONSIDERATIONS

- 4.1 Speed limits are an issue which can generate conflicting opinions. For those reasons, guidance issued by the Department for Transport (DfT) on setting local speed limits has been adopted by the Council as set out in Recommendation 12 of the Regeneration and Scrutiny Panel report on the findings of the Speed Limit/Road Safety Committee January – March 2013. This will help avoid any allegation that unrealistic speed limits have been set.
- 4.2 It is expected there will be little potential for negative reputational implications for the Council resulting from the decision, as the measures are designed to improve road safety.
- 4.3 If approval is given to this proposal, the Order will be formally advertised in accordance with the statutory Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. Public notices will be published in the local press to advise of the Councils intention to make the Order. This provides a formal opportunity for anyone to object to the making of the order.

5. FINANCIAL CONSIDERATIONS

- 5.1 Any supporting site works are to be funded and implemented by the developer as part of their S106 contribution.

6. CHILDREN AND YOUNG PEOPLE IMPLICATIONS

- 6.1 There are unlikely to be any specific implications for children and young people as a result of this report.

7. CLIMATE CHANGE AND ENVIRONMENTAL IMPLICATIONS

- 7.1 The proposals are not expected to have any significant impact on climate change and / or the environment.

8. CONSULTATION WITH SCRUTINY

- 8.1 There has been no consultation with Scrutiny in relation to this matter.

9. FINANCIAL IMPLICATIONS

- 9.1 As indicated in section 5, there are no direct financial implications to the Council as a result of this report.

10. LEGAL IMPLICATIONS

- 10.1 Under Section 84 Road Traffic Regulation Act 1984 traffic authorities are empowered to make Speed Limit Orders (SLOs) for (inter alia) the reasons set out at the beginning of this report.
- 10.2 The procedure for making SLOs is set out in Schedule 9 Part III of the 1984 Act and the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and provides for advertisement and consideration of any objections before making a final decision on the proposed SLO.
- 10.3 Regulation 8 makes provision for objections and regulation 14 allows the Council to modify a SLO before it is made.
- 10.4 If it is decided to make the SLO notwithstanding any objections made it can only be challenged by Judicial Review in the Administrative Court.

11. HUMAN RESOURCES IMPLICATIONS

- 11.1 There are no direct HR implications arising from the contents of this report.

12. WARD IMPLICATIONS

- 12.1 The proposals relate to issues within the Waltham Ward.

13. BACKGROUND PAPERS

[Local Authorities' Traffic Orders \(Procedure\) \(England and Wales\) Regulations 1996](#)

[Road Traffic Regulation Act 1984](#)

[The Traffic Signs Regulations and General Directions 2016 No 362](#)

14. CONTACT OFFICER(S)

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COUNCILLOR STEWART SWINBURN

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Appendix One

