

NORTH LINCOLNSHIRE COUNCIL

**CABINET MEMBER FOR HIGHWAYS
AND NEIGHBOURHOODS**

SPEED LIMIT REVIEW

1. OBJECT AND KEY POINTS IN THIS REPORT

- 1.1 To provide an update on the review of existing speed limits on the A and B class highway network. This review follows advice given in Department for Transport Circular 01/2006.
- 1.2 To secure the approval of the Cabinet Member to carry out changes to speed limits arising from the review.

2. BACKGROUND INFORMATION

- 2.1 We can set speed limits where local needs make it desirable to adopt a speed that is different from the national limit. Advice on these matters changed with the publication of DfT Circular 01/2006. This guidance asks traffic authorities to review the speed limits on their A and B class roads and carry out any necessary changes.
- 2.2 The council's Traffic Team and an officer from Humberside Police have carried out a review. We were asked to look at accident data and whether drivers kept within the current speed limit. We also looked at how much traffic used our roads and known community issues. We have obtained new speed measurements on our roads to provide new data or to fill in any missing gaps in our knowledge. This information was then used to help us re-assess our existing speed limits.
- 2.3 We have carried out a range of discussion exercises. These have included five presentations to elected members and a presentation at the Town and Parish Council Liaison meeting. We have sent letters to all town and parish councils, the emergency services, motoring organisations, bus companies, the Road Haulage Organisation, freight transport and taxi organisations. We have given details, in a map based format of the likely changes emerging from the review. We have also placed details of why we have carried out the review, a 'frequently asked questions' sheet and our findings on the council's web site.

- 2.4 One of the key points of circular 01/2006 is that future speed limits should be evidence-led and self-explaining. They should seek to reinforce a driver's assessment of what is a safe speed to travel and should encourage self-compliance. We have kept this in mind throughout the review process.
- 2.5 It is recognised that we will not be able to carry out all our proposed changes and the objectives set out in the guidance other than in a phased approach. We have focused our priorities on those roads with the most pressing problems of collisions and injuries or where there is a widespread disregard for current speed limits. This is consistent with our road safety duty.

3. **OPTIONS FOR CONSIDERATION**

- 3.1 **Option 1** - To take note of the recommendations within the review but not implement any changes to existing speed limits at this present time.
- 3.2 **Option 2** - To take note of the recommendations within the review and make a commitment to carry out all the changes identified as soon as possible.
- 3.3 **Option 3** - To take note of the recommendations within the review and commence a phased approach to the implementation of the desired changes on a prioritised and practical basis.

4. **ANALYSIS OF OPTIONS**

- 4.1 **Option 1** is not recommended. We have an on-going responsibility to ensure that speed limits remain appropriate. The latest guidance is relevant for the immediate future. It will help guide us in our day-to-day speed management strategy. The authority may be in a vulnerable position if it did not carry out changes when safety issues were recognised.
- 4.2 **Option 2** is not practicable. There are numerous changes identified but even Circular 01/2006 recognises that it is not possible to implement all the changes at once. This would require considerable financial and staff resources.
- 4.3 **Option 3** is therefore recommended as the preferred option. It is possible to identify those locations that are more critical than others and priority lists have been developed based upon the key objectives within the guidance, number of accidents and volume of traffic (Appendix A). We would need to be flexible within these priorities. For example, we may be in a village carrying out changes from a 40mph to a 30mph but would also need to consider, at the same time, other changes in the same village. All the changes could then be incorporated into any Traffic Regulation Order that is required at the

same time. It is recommended that the Priority 1 schemes are completed by 2013/14.

5. RESOURCE IMPLICATIONS (FINANCIAL, STAFFING, PROPERTY, IT)

- 5.1 It is estimated that to carry out all of the changes recommended could cost over £750,000. This estimate depends upon the number and type of engineering features needed in order to ensure that speed limits match the driving situation. If a phased approach to the works were adopted, some of the Local Transport Plan budget could be identified on a year-by-year basis until the changes are achieved. Initially we suggest the Priority 1 schemes identified within Appendix A are done. The cost of these works are estimated at approximately £200,000.
- 5.2 There are no staffing implications with this project if the design works can be carried out in a phased approach.
- 5.3 There are no Property or IT implications for this project.

6. OTHER IMPLICATIONS (STATUTORY, ENVIRONMENTAL, DIVERSITY, SECTION 17 - CRIME AND DISORDER, RISK AND OTHER)

- 6.1 Any changes to speed limits will necessitate the introduction of Traffic Regulation Orders. These will require statutory legal processes to be followed and this will include undertaking further periods of consultation.
- 6.2 Speed directly affects the frequency and severity of crashes. It also affects journey times and the amount of fuel used. Vehicle emissions, noise, operating costs and highway capacity are also affected with increases in speed. It is important that we try to get the right speed limits on our network in line with latest advice on the subject.
- 6.3 There are no diversity or Section 17 crime and disorder issues associated with this report.

7. OUTCOMES OF CONSULTATION

- 7.1 We have received over 70 written responses during our consultation exercises. We have also had many verbal comments at our presentations.
- 7.2 Speed limits are a very emotive subject and not surprisingly we had many different views expressed. These ranged from those who fully support our proposals through to those who disagreed with the principles. We have considered all comments and we have looked again at a number of sites. At these sites we were able to either confirm or amend the initial assessments we made.

8. RECOMMENDATIONS

- 8.1 It is recommended that Option 3 is approved and we carry out a programme of speed limit changes on a prioritised basis as resources allow.
- 8.2 It is recommended that Appendix A is adopted as our list of priorities.

DIRECTOR OF INFRASTRUCTURE SERVICES

Hewson House
Station Road
Brigg
North Lincolnshire
DN20 8XY
Author: Neil Norvock
Date: 30 August 2011

Background Papers used in the preparation of this report:

Department for Transport Circular 01/2006
Speed and road casualty data held in the council's Traffic Team, Hewson House, Brigg
Consultation feedback held in the council's Traffic Team, Hewson House, Brigg

APPENDIX A – Speed Limit Review

<p style="text-align: center;">Creation of new 30mph's</p>	<p>A18, Melton Ross A18 Scawby Rd, Brigg A18/B1450 Gunness to Burringham School A159 Messingham Rd, Scunthorpe A161 Low Burnham A161 Eastoft B1206 Redbourne B1206 Scawby Brook B1208 Wressle B1434/Cadney Rd Howsham</p>	<p>A161 Graizelound A1077 South Ferriby B1206 Hibaldstow B1206 Barton Road, Wrawby B1396 Westwoodside B1398 Greetwell</p>	<p>A18 Gunness straight A18 Wrawby</p>
<p style="text-align: center;">Creation of new 40mph's</p>	<p>A18 Wrawby to Brigg A161 Low Burnham to Nooking bend</p>	<p>A160 Manby Rd to Dock entrance A1077 Clayfield to Winterton Rd A1077 Winterton Rd, Scunthorpe B1206 Wrawby to A18 B1207 Hibaldstow to Railway Bridge A18 Althorpe A161 Low Burnham to Epworth</p>	<p>B1204 South Ferriby B1402 Mini Rdbt to School, Barrow B1450 Burringham to School</p>
<p style="text-align: center;">Creation of new 50mph's</p>	<p>A18 Junction with A15 A18 Melton Ross to Airport A18 Scawby Crossroads A159 Public House to Messingham A1077 Scunthorpe to Winterton</p>	<p>A18 Gallows Wood A159 Messingham to Co. Boundary A161 Crowle to Gyrotory B1396 Park Drain</p>	<p>A161 Graizelound to Bridge Farm B1204 Low Villages B1207 Sturton to Station Bridge B1207 North St Winterton and Road to Appleby B1207 Broughton to Scawby Crossroads B1208 Wressle bends B1211 Ulceby to Co. Boundary B1216 Gunness to Grove Wharf B1392 Keadby to Eastoft B1450 Burringham, Stone Lane B1430 Winterton to Burton</p>
<p style="text-align: center;">Creation of new 60mph's</p>	<p>B1206 New Holland Bypass</p>		