

**NORTH LINCOLNSHIRE COUNCIL**

**HIGHWAYS AND NEIGHBOURHOODS  
CABINET MEMBER**

**ADVISORY SPEED LIMIT OUTSIDE  
BERKELEY INFANT AND JUNIOR SCHOOLS**

**1. OBJECT AND KEY POINTS IN THIS REPORT**

- 1.1 To consider amending the cabinet member decision made on the 25 October 2011 to approve the introduction of a Traffic Regulation order (TRO), as detailed on the plans appended to the report.
- 1.2 To consider the merits of placing an advisory 20mph speed limit in the area.
- 1.3 The key points in this report are as follows:
  - The previous cabinet member decision made on the 25 October 2011 resolved to make a TRO to implement an experimental 20mph speed limit in the area.
  - Department for Transport (DFT) Guidance has recently been revised to allow signs for an advisory 20mph speed limit.
- 1.4 An urgent decision was necessary to enable the amendment to proceed in conjunction with the previous recommendations (Minute 22 refers).

**2. BACKGROUND INFORMATION**

- 2.1 The council is striving to introduce 20mph speed limits or safety measures outside certain schools in North Lincolnshire.
- 2.2 On 26 October 2011, the DFT issued the council with new rules to increase the range of available signing solutions. One sign was an advisory speed limit sign for use outside schools.
- 2.3 Progressively, the introduction of 20mph advisory speed limits outside schools is becoming a favoured measure to improve road safety. Other measures may complement the signs.
- 2.4 The revised signs do not need a traffic order and would be sited in previously agreed places.

### 3. **OPTIONS FOR CONSIDERATION**

- 3.1 **Option 1** – To approve the amendment of a previous decision and to allow implementation of advisory speed limit signs.
- 3.2 **Option 2** – To implement experimental speed limit order as per the previous decision.

### 4. **ANALYSIS OF OPTIONS**

- 4.1 **Option 1** – This is the preferred option and will allow the erection of suitable signs.
- 4.2 **Option 2** – An order will be implemented within legal procedures.

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

- 5.1 There is no estimated increase in the cost of the amended decision.
- 5.2 There are no staffing, property or IT issues to consider.

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

- 6.1 The council has a network management duty to make sure traffic moves efficiently on the highway network.
- 6.2 Reducing congestion on roads will reduce vehicle emissions. This will reduce fuel consumption and improve the quality of life for residents.
- 6.3 The introduction of an advisory speed limit will not allow prosecutions for exceeding the limit.
- 6.4 There are no Section 17, Crime and Disorder Act implications to consider.

### 7. **OUTCOMES OF CONSULTATION**

- 7.1 Contacts with local schools indicates a significant level of support for the introduction of 20mph advisory speed limits. Many local residents have also expressed support for the initiative.

### 8. **RECOMMENDATIONS**

- 8.1 That the Cabinet Member approves the introduction of advisory speed limit signs.

## DIRECTOR OF INFRASTRUCTURE SERVICES

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### **Background Papers used in the preparation of this report:**

- Previous cabinet member report
- DFT Traffic Signs Policy Paper - Signing the way