

CABINET

16 January 2018

SPEED LIMIT REVIEW**Report of the Director for Places (Environment, Planning & Transport)**

Strategic Aim:	Safeguard the most vulnerable and support the health & well-being needs of our community	
Key Decision: Yes	Forward Plan Reference: FP/1231015/03	
Cabinet Member(s) Responsible:	Mr T Mathias, Leader, Portfolio Holder for Finance and Places (Highways, Transport and Market Towns)	
Contact Officer(s):	Dave Brown, Director for Places (Environment, Planning & Transport)	01572 758461 dbrown@rutland.gov.uk
	Neil Tomlinson, Senior Highways Manager	01572 758342 ntomlinson@rutland.gov.uk
Ward Councillors	Not applicable	

DECISION RECOMMENDATIONS

1. That subject to funding by the Parish Councils Cabinet approve:
 - a) That the speed limit be reduced from 30mph to 20mph at Harrier Close, Cottesmore, as shown on Drawing SLR-06.
 - b) That the speed limit be reduced from 60mph to 40mph on the A606, Stamford Road/Bunkers Hill, Empingham, as shown on Drawing SLR-09.
 - c) That the speed limit be reduced from 60mph to 40mph on the A606, Stamford Road, as shown on Drawing SLR-10.
2. That the consideration of any objections to the statutory consultation notices for the traffic regulation orders (TROs) be delegated to the Director for Places (Environment, Planning and Transport) in consultation with the Ward Members and Portfolio Holder for Finance and Places (Highways, Transport and Market Towns) along with the authority to modify the proposed TROs.
3. That Cabinet note the commencement of the statutory consultation process for the TROs for a weight restriction and 20mph speed limit for Oakham Town Centre as shown on Drawings SLR-04 and SLR-08.

1 PURPOSE OF THE REPORT

1.1 To consider proposals to change speed limits.

2 BACKGROUND AND MAIN CONSIDERATIONS

2.1 The Department of Transport (DfT) publishes guidance which local authorities should take into consideration when setting local speed limits (DfT Circular 01/2013). This sets out the circumstances in which particular speed limits should be applied in urban and rural locations.

3 KEY POINTS FROM DFT CIRCULAR 01/2013

3.1 Local Authorities are responsible for determining speed limits on the local road network. However, it is important that councils and police forces work closely together in determining, or considering, any changes to speed limits.

3.2 The full range of speed management measures should be considered before a new speed limit is introduced. The underlying aim should be to achieve a 'safe' distribution of speeds. The key factors that should be taken into account in any decisions on local speed limits are:

- history of collisions;
- road geometry and engineering;
- road function;
- composition of road users (including existing and potential levels of vulnerable road users);
- existing traffic speeds; and
- road environment.

3.3 While these factors need to be considered for all road types, they may be weighted differently in urban or rural areas. The impact on community and environmental outcomes should also be considered.

3.4 The minimum length of a speed limit should generally be not less than 600 metres to avoid too many changes of speed limit along the route.

3.5 Speed limits should not be used to attempt to solve the problem of isolated hazards, such as a single road junction or reduced forward visibility, e.g. at a bend.

3.6 The speed limits on all 'A' and 'B' class roads were reviewed in 2008 and 2009. Since 2009 annual reviews have been carried out to consider any requests for changes.

3.7 The requested changes are listed in Appendix A with a recommendation against each. Those recommended for approval are shown on the attached drawings in Appendix B.

4 CONSULTATION

- 4.1 Consultation has been carried out with Ward Members, Leicestershire Constabulary, Parish and Town Councils. The results are shown in Appendix A. The Police have objected to most changes which do not comply with DfT guidance. Statutory consultation will be required before the restrictions can be implemented.
- 4.2 A weight restriction and 20mph speed limit form part of the proposals for the Oakham Town Centre improvement scheme. Approval of these will be considered as part of the overall scheme approval process, however Cabinet are asked to note the commencement of the statutory consultation process. The proposed weight restriction will not prevent access for loading and unloading.

5 FINANCIAL

- 5.1 The cost of the recommended speed limit changes (including signs, legal orders and advertising) will be about £4,500.
- 5.2 It is proposed that changes are only made where Parish Councils agree to meet the cost, unless the change is being implemented due to road safety concerns following accident investigations.

6 LEGAL AND GOVERNANCE CONSIDERATIONS

- 6.1 Local Authorities are responsible for determining speed limits on the local road network; however, the police are responsible for enforcement.

7 EQUALITY IMPACT ASSESSMENT

- 7.1 Equality impact assessment screening has been carried out. No issues were identified and a full equality impact assessment is not required.

8 COMMUNITY SAFETY IMPLICATIONS

Speed limit changes are usually requested as a result of perceived road safety issues rather than recorded accidents. However, it is recognised that local communities may be aware of minor accidents and near misses that do not appear in the police statistics.

9 HEALTH AND WELLBEING IMPLICATIONS

- 9.1 Reduced speed limits could encourage more pedestrians and cyclists to use some rural roads, which would have associated health benefits

10 CONCLUSION AND SUMMARY OF REASONS FOR THE RECOMMENDATIONS

- 10.1 Requests for changes to speed limits have been assessed in line with DfT guidance and consultation has been carried out. The recommended changes are generally those that meet DfT guidance and have the support of the Parish Council, Ward Members and the Police.

11 BACKGROUND PAPERS

11.1 There are no background papers

12 APPENDICES

12.1 Appendix A – Overview of Speed Limit Change requests

12.2 Appendix B – Scheme Specific Drawings

A Large Print or Braille Version of this Report is available upon request – Contact 01572 722577.