

CABINET

20 September 2016

SPEED LIMIT REVIEW

Report of the Director for Places (Environment, Planning & Transport)

Strategic Aim:	Creating a safer community for all	
Key Decision: Yes	Forward Plan Reference: FP/1231015/03	
Reason for Urgency:	n/a	
Exempt Information	No	
Cabinet Member(s) Responsible:	Mr T Mathias, Deputy Leader and Portfolio Holder for Places (Highways, Environment, Transport and Community Safety) and Market Towns	
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Ward Councillors	All	

DECISION RECOMMENDATIONS

1. That (subject to funding by the Parish Councils) Cabinet approve:
 - a) The reduction of the speed limit from 30mph to 20mph in Pilton, as shown on Drawing SLR-07.
 - b) The reduction of the speed limit from 60mph to 50mph along Barnsdale Avenue, Exton, as shown on Drawing SLR-10.
 - c) That the speed limit be reduced from 60mph to 40mph on the approach to the A47, Morcott, as shown on Drawing SLR-13.
 - d) That the speed limit be reduced from 40 mph to 30 mph on Edith Weston Road/Station Road, North Luffenham, as shown on Drawing SLR-15.
 - e) That the speed limit be reduced from 60 mph to 40 mph on Station Road, North Luffenham as shown on Drawing SLR-04.
2. Notes the changes in the process for consideration of future requests for speed limit changes.

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 CIRUCLAR 01/2013

- 3.1 Local Authorities are responsible for determining speed limits on the local road network.
- 3.2 It is important that councils and police forces work closely together in determining, or considering, any changes to speed limits.
- 3.3 The full range of speed management measures should be considered before a new speed limit is introduced.
- 3.4 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.
- 3.5 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.
- 3.6 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.
- 3.7 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.
- 3.8 The speed limits on all 'A' and 'B' class roads were reviewed in 2008 and 2009 in accordance with this guidance. Since 2009 annual reviews have been carried out to consider any requests for changes.
- 3.9 The requested changes are listed in Appendix A with a recommendation against each. They are also 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.

5 PROCESS FOR CONSIDERING FUTURE REQUESTS

- 5.1 A new process is proposed to ensure that, although all future requests will be examined, proposals with little merit are filtered out at an early stage. It is proposed that speed limit modifications will only be considered if they are made by one of the following:
- A Town Council, Parish Council or Parish Meeting.
 - A Resident of a parish where there is no Parish Council or Parish Meeting, subject to them demonstrating that they have 8 assenters from the local community. Assenters must be on the electoral roll for the parish where the scheme is being considered.
 - Businesses or organisations where they can demonstrate at least 50% support from the owners or occupiers of the other properties directly affected by the proposals.
- 5.2 In certain cases the Council will reserve the right to progress specific schemes without this support – for example, in situations where a proposal is deemed to have merit that would benefit the wider community.

6 FINANCIAL

- 6.1 The cost of the recommended speed limit changes (including signs, legal orders and advertising) will be about £10k.
- 6.2 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.

7 LEGAL AND GOVERNANCE CONSIDERATIONS

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

8 EQUALITY IMPACT ASSESSMENT

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

9 COMMUNITY SAFETY IMPLICATIONS

- 9.1 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.

10 HEALTH AND WELLBEING IMPLICATIONS

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

11 CONCLUSION AND SUMMARY OF REASONS FOR THE RECOMMENDATIONS

- 11.1 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.

12 BACKGROUND PAPERS

- 12.1 There are no background papers

13 APPENDICES

- 13.1 Appendix A – Overview of Speed Limit Change requests
- 13.2 Appendix B – Scheme Specific Drawings

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