

PLACES SCRUTINY PANEL

13th March 2014

SPEED LIMIT REVIEW

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

STRATEGIC AIM:	<ul style="list-style-type: none"> • Creating a safer community for all
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1 PURPOSE OF THE REPORT

1.1 To consider proposals to change speed limits.

2 RECOMMENDATIONS

That Cabinet be recommended to approve:

- 2.1 The reduction of the speed limit on Newstead Lane, Belmesthorpe (as shown on Figure 1) from 60mph to 40mph.
- 2.2 The reduction of the speed limits on, Market Overton Road and Mill Lane, Cottesmore (as shown on Figure 2) from 60mph to 50mph.
- 2.3 The reduction of the speed limit on Hambleton Road, Egleton (as shown on Figure 3) from 60mph to 40mph.
- 2.4 The increase of the speed limit on Whitwell Road, Empingham (as shown on Figure 5) from 30mph to 40mph.
- 2.5 The reduction of the speed limit on Stamford Road, Empingham (as shown on Figure 6), from 60mph to 40mph, subject to further consultation with Police.
- 2.6 The reduction of the speed limit in Morcott Village (as shown on Figure 10) from 30mph to 20mph.
- 2.7 The reduction of the speed limit on Ashwell Road, Oakham, from the bypass roundabout to the Vet's Surgery (as shown on Figure 12) from 60mph to 40mph.
- 2.8 The reduction of the speed limit in South Luffenham (as shown on Figure 13) from 30mph to 20mph.
- 2.9 The reduction of the speed limit in Greetham (as shown on Figure 14) from 30mph to 20mph.

3 BACKGROUND

3.1 The speed limits on all 'A' and 'B' class roads were reviewed in 2008 and 2009 as required by the Department for Transport's (DfT) guidance on setting local speed limits. Speed limits on 'C' class and unclassified roads did not require a systematic review. Changes are only considered when

requests are made or as a result of new development. The requested changes are shown in Annex A and on the attached drawings.

- 3.2 DfT Circular 01/2013 advises that 20mph limits should only be considered where measured mean speeds are at or below 24mph and a generally self-enforcing. Where speeds are higher they are unlikely to receive Police support or enforcement.
- 3.3 There is opposition to the blanket introduction of 20mph zones from lobbyists who claim reduced limits undermine respect for all speed limits, increase journey times and make bus timetables unworkable. They believe that the current methodology for setting speed limits, using the mean speed rather than 85th percentile speed, is wrong. Our approach has only been to introduce 20mph zones where there is support from the Police. Generally this means that actual speeds are in line with the speed limit.

4 FINANCE

- 4.1 The cost of the recommended speed limit changes (including signs, legal orders and advertising) will total around £19,000 (see Annex A). It is proposed that changes requested by Parishes are only implemented if they agree to pay the costs.

5 CONSULTATION

- 5.1 Consultation has been carried out with Leicestershire Constabulary, Parish and Town Councils. The results are shown in Annex A. The Police have objected to changes which do not comply with DfT guidance.

6 RISK MANAGEMENT

RISK	IMPACT	COMMENTS
Time	Low	There are no time constraints
Viability	Low	Statutory consultation will be required prior to implementation.
Finance	Low	Implementation will be conditional on funding by the Parish Councils.
Profile	Medium	There will be local interest in the proposed changes.
Equality and Diversity	Low	EIA screening has been carried out. The recommendations will affect the public however no issues were identified.

Background Papers
DfT Circular 01/2013 - Setting Local Speed Limits

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