



Lincolnshire Speed Limit Policy

DRAFT 2015

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INTRODUCTION

This speed limit policy is based on the general national principles outlined below and the January 2013 Department for Transport (DfT) guidelines but modified to reflect local conditions within our County.

The introduction of a speed limit should take into account the nature of Lincolnshire's rural road network and the need to balance our rural environment/community against the needs of our economy and strategic importance and accessibility of our network

The National Speed Limit framework set by central government is as follows:

- 30 mph streets with a system of street lighting
- National speed limit 60mph on single carriageways
- National speed limit 70mph on dual carriageways and motorways

In the circumstances where the above national speed limits are not appropriate the Road Traffic Regulation Act 1984 provides Lincolnshire County Council, as Traffic Authority, with the legal process to promote and introduce appropriate speed limits (local speed limits).

The policy outlined in this document should be followed in order to determine the appropriate level of speed limit for all circumstances and locations across Lincolnshire.



GENERAL GUIDELINES

For the purposes of implementing this policy the following guidelines must be applied:

Street Lighting

- (i) When three or more lamps are installed spaced less than 183 metres apart on a highway without an existing Speed Limit Order the installation automatically introduces a 30mph speed limit. If this is not at the appropriate level, a Speed Limit Order will need to be promoted to set the limit at a level that is more appropriate and in accordance with this policy.

Using Mean Speed Data instead of 85th Percentile

- (i) Following issue of the DfT guidance 01/06 "Setting Local Speed Limits", mean speeds, rather than 85th percentile, are to be used when determining local speed limits. The use of mean speeds reflects what the majority of drivers perceive as an appropriate speed to be driven along a road. The mean (average) speed at which all vehicles travel is a more recognised term for road users and local highway authorities.

Development Schemes

- (i) Lincolnshire County Council will only accept proposed Development Schemes on existing roads where they comply with this policy and subject to the Speed Limit Order Process. Development Management Schemes on new roads must also be in accordance with this policy.

Signing of Speed Limits

- (i) The general principles of signing a speed limit must be in accordance with the current Traffic Signs Regulations and General Directions (TSR&GD), and should be considered before the consultation process is undertaken and the Order made. The speed limit sign locations must match the description of the start and finish of the limit given in the Order and be visible to the driver. Consideration should be given to the potential impact vegetation may have on obscuring the terminal signs and any repeater signs.

- (ii) It is a requirement that on all 'A' classified roads that terminal signs must be yellow backed, when entering a lower speed limit only. It is not a requirement when leaving the lower speed limit. These signs must be designed in accordance with the current TSR&GD. This is to ensure a higher level of visibility and aid increased compliance.
- (iii) In Developed areas the speed limit order and associated terminal signs may be located up to 50 metres in advance of adjacent dwellings in order to overcome site constraints and local circumstances to ensure that there is adequate forward visibility at locations such as steep gradients, sharp bends, hump-backed bridges or other hazards.
- (iv) In Rural locations the speed limit order and associated terminal signs may be located up to 50 metres in advance of the first recorded injury accident which has been included as part of the assessment process and to ensure that there is adequate forward visibility as described in the paragraph above.
- (v) The current TSR&GD does not permit the use of repeater signs in street-lit 30mph speed limits. Chapter 3 of the current Traffic Signs Manual – Regulatory Signs, gives guidance on the appropriate size and frequency of repeater signs for each standard speed restriction and the distances given should be considered to be the maximum distance for use with repeater signs.

Illumination

- (i) The current TSR&GD provides details of illumination standards for all signs that require lighting.

Painted Roundels

- (i) In accordance with the current TSR&GD, roundels painted on the carriageway may be placed in conjunction with an upright terminal or repeater sign and may not therefore be used in a street-lit 30mph speed limit.

1. SPEED LIMIT ASSESSMENTS FOR TOWNS AND VILLAGES

- 1.1 The relevant District Council's local plans and their development boundaries for towns and villages should be used as the initial basis when identifying a town/village. However consideration should be given to including development which is immediately adjacent to these boundaries. This is to ensure that all areas of development are considered as part of the assessment process.
- 1.2 A Town/Village Speed Limit is to be determined as follows:
- 1.2.1 On 'C' and Unclassified roads there must be a minimum length of at least 300 metres of development. Within this length there must be at least 24 development units, including key buildings, in accordance with Development Units Table 1 in paragraph 3.5.
 - 1.2.2 On 'C' and Unclassified roads the level of speed limit is to be set in accordance with the Mean Speed Table 3 in paragraph 3.7 with no section having a speed limit greater than 40mph.
 - 1.2.3 On 'A' and 'B' roads there must be a minimum length of at least 300 metres of development. The density of development can frequently change along the length of the road. To reflect these changes the road needs to be reviewed in terms of the changing characteristics of the types of development. This may be where development is confined to one side of the road or where properties are set back and spread out and there is a clear change in vehicle speeds.
 - 1.2.4 The development criterion for 'A' and 'B' roads is to be in accordance with Development Units Table 1 and Density of Development Table 2 in paragraphs 3.5 and 3.6 respectively.
 - 1.2.5 On 'A' and 'B' roads the level of any speed limit is to be set in accordance with the Mean Speed Table 3 in paragraph 3.7 with no section having a speed limit greater than 50mph.



2. SPEED LIMIT ASSESSMENTS FOR PARTIAL DEVELOPMENT (NOT DEFINED AS A TOWN OR VILLAGE)

- 2.1 These are areas of development/settlement fronting the road under review (that does not include a town/village centre), where there is ribbon development with no focal point. In these cases the activity levels are likely to be lower than in a town/village location.
- 2.2 The development criterion for these roads is to be in accordance with Development Units Table 1 and Density of Development Table 2 in paragraphs 3.5 and 3.6 respectively.
- 2.3 The level of speed limit is to be set in accordance with the Mean Speed Table 3 in paragraph 3.7 but with no section having a speed limit greater than 50mph.
- 2.4 Consideration will be given to where there are areas of development/settlement and rural lengths, (as covered in Section 5), that are adjacent and where both meet their respective criterion in terms of setting the speed limit level. This is to ensure that there are consistent speed limits in force along a route. In such cases the lowest assessed level should be implemented to cover both sections of road.

3. SPEED LIMIT ASSESSMENT PROCESS

- 3.1 When considering and investigating a proposed speed limit, Tables 1 and 2 below should be followed as well as considering the following factors:
 - Density of development
 - Length of proposed limit
 - Gaps within development
 - Proposed level of speed limit
 - Side roads criterion
 - Location of speed limit terminal signs
 - Speed limits outside schools
- 3.2 The following process should be followed for any request received for a speed limit to be introduced or reviewed. Where the criteria is not met then consideration should be given as to whether it can be classed as a Borderline Case as outlined in Section 4.
- 3.3 It is a requirement that to enable effective enforcement by the Police the absolute minimum length of any speed limit must be 300 metres.
- 3.4 The density of development is to be calculated based on the average number of development units fronting (but not necessarily having direct vehicular access), the section of road under review. This must be at least 4 units per 100 metres, when calculated over the whole length of the proposed speed limit and there must be a minimum of 2 units in any 100 metres anywhere within the proposed limit.

Development Units

- 3.5 In calculating the number of units fronting the road under review, the development units are to be weighted according to the type and level of activity in accordance with Table 1 below:

Table 1

Development	Activity	Units
Private residence		1
Shop, village hall, farm, church, business premises, playing fields, playground, play areas, etc.	Low	3
	High	5
Schools	Low	6
	High	10
Junction with:		
Hierarchy 1 Road		6
Hierarchy 2 Road		5
Hierarchy 3 Road		4
Hierarchy 4 Road		3
Hierarchy 5 Road		2

- NB:** In the above table the determination of low or high levels of activity is made on the basis of the relative impact of the development on the local community.

Density of Development

- 3.6 When assessing lengths of speed limit, the density of development criterion is to be incrementally increased as shown in Table 2 below:

Table 2

Length of Limit	Density
600 metres or greater	4 Units/100 metres
500 – 600 metres	5 Units/100 metres
400 – 500 metres	6 Units/100 metres
300 – 400 metres	8 Units/100 metres

Mean Speeds

- 3.7 The level of any speed limit is to be set in accordance with the Mean Speed Table 3 below:

Table 3

Mean Speed	Limit
< 33 mph	30 mph
33 – 43 mph	40 mph
>43 mph	50 mph

Gaps within Development

- 3.8 For gaps up to 300 metres in length within continuous development an extension of the adjacent and/or highest speed limit will be applied.
- 3.9 For gaps over 300 metres and up to 500 metres, a speed limit set at one level above the limit prevailing in the adjacent developed area will be applied.

Side Roads Criteria

- 3.10 The following criteria should be applied when assessing speed limits for side roads:
- 3.10.1 Where the length of development, irrespective of density, is less than 300 metres, the limit is to be set at the same level as the main road under review.
- 3.10.2 If however the length of development is greater than 300 metres, this may be subject to a separate assessment to determine the density and level of limit.
- 3.10.3 Where there is no development on a side road, terminal signs may be placed up to 50 metres in advance of the main road junction. This would reduce clutter and improve visibility of the signs.
- 3.10.4 Where the side road is a residential cul-de-sac the speed limit is to be set at 30 mph.

- 3.11 In exceptional circumstances where the above criteria has not been met, it may be appropriate to set the speed limit at the relevant mean speed level which reflects the nature and alignment regardless of density of development and length criteria.

4. BORDERLINE CASES (Development)

- 4.1 During the assessment process, at locations where the length and number of development units fronting the road under review is within 20% of that required, then this is classed as a Borderline Case.
- 4.2 At locations where the mean speed data falls within +/- 3mph of Table 3 (Mean Speeds), in paragraph 3.7 above, then this is classed as a Borderline Case.
- 4.3 In either of the above cases a paper is to be submitted to Planning and Regulation Committee that includes all the following information:
- nature and length of the development, including key buildings
 - assessment of collision data
 - detailed mean speed data taken at a number of locations along the length under review
 - informal comments from the Town/Parish Council, Lincolnshire Road Safety Partnership and local County Councillor
- 4.4 Where the above thresholds are exceeded these cannot be classed as a Borderline Case and therefore the request for a speed limit cannot be proceeded with and the applicant should be advised accordingly.

5. SPEED LIMIT ASSESSMENTS FOR RURAL LOCATIONS

- 5.1 In these locations where the development density, in Sections 1 to 3 above, is not met, and there is an Accident Rate greater than 35 injury accidents per 100 million vehicle kilometres, the road will be assessed for a rural speed limit. The road function, characteristic and environment are to be taken into account in this consideration.
- 5.2 An assessment of the collision data for the section of road under review is required in all cases when considering a new speed limit within this section. The collision data is to be considered for the previous 5 year period.
- 5.3 If within the previous 5 year period other road improvements have been implemented, such as Accident Reduction Schemes by Lincolnshire Road Safety Partnership which has not included a reduction in the speed limit, the collision data needs to be considered in greater detail to assess whether the scheme is reducing the number of collisions without the need for a reduction in the speed limit.

- 5.4 Where a reduction in the speed limit has been previously implemented as part of an Accident Reduction Scheme, careful consideration is to be given to any future review of that speed limit. In such cases, and where the collision rate has shown a reduction, the speed limit will remain unchanged irrespective of the outcome of the new assessment.
- 5.5 If, as part of an Accident Reduction Scheme, the Lincolnshire Road Safety Partnership suggests a reduction in the current speed limit as part of a package of measures, then, in the first instance, this will be assessed in accordance with this policy.
- 5.6 If the proposal for the road under review is not in accordance with this policy then a paper will be submitted to Planning & Regulation Committee for consideration, with a firm recommendation.
- 5.7 Where there are a number of collisions which are grouped around a particular isolated hazard (e.g. junction), this policy is not to be used to address these specific situations. These will need to be considered separately in terms of possible engineering solutions.
- 5.8 In assessing lengths of rural road, appropriate links between villages/towns or settlements need to be identified. These may be lengths of road between villages/towns, settlements and major junctions that incorporate physical changes to the driving behaviour (e.g. roundabouts, traffic signals or junctions).
- 5.9 There may also be locations where the nature and characteristics of the road alignment changes significantly resulting in lengths of road with a higher collision rate that need to be considered (e.g. a series of bends or changes in vertical alignment).
- 5.10 As outlined in paragraph 2.4, consideration will be given to where there are areas of development/settlement, (as covered in Sections 1 to 3), and rural lengths that are adjacent and where both meet their respective criterion in terms of setting the speed limit level. This is to ensure that there are consistent speed limits in force along a route. In such cases the lowest assessed level should be implemented to cover both sections of road.

Mean Speeds

- 5.11 The level of any speed limit is to be set in accordance with the Mean Speed Table 4 below:

Table 4

Mean Speed	Limit
< 33 mph	30 mph
33 – 43 mph	40 mph
44 – 53 mph	50 mph
> 53 mph	60 mph

- 5.12 There may be situations where the Accident Rate is in excess of 35 injury accidents per on 100 million vehicle kilometres but the assessed mean speed is greater than 56 mph and therefore cannot be considered as a Borderline Case. Under these circumstances other road safety/engineering measures should initially be considered to address the likely causes of the collisions. Any measures proposed need to be discussed with the Lincolnshire Road Safety Partnership before implementation.
- 5.13 Any measures introduced under paragraph 5.12 above shall be re-assessed periodically to establish whether there is evidence to show that those measures introduced are being successful in reducing the number of collisions. If this is not being achieved then consideration should be given to presenting a paper to Planning and Regulation Committee together with all supporting information as detailed in paragraph 6.2 below, for consideration of a 50 mph speed limit in these exceptional circumstances

6. BORDERLINE CASES (Rural)

- 6.1 At locations where the mean speed data falls within +/- 3mph of the Mean Speed Table 4, in paragraph 5.11 above, then this is classed as a Borderline Case.
- 6.2 In this case a paper is to be submitted to Planning and Regulation Committee that includes all the following information:
- function, characteristic and environment of length under review
 - detailed assessment of collision data and traffic flow
 - detailed mean speed data taken at a number of locations along the length under review
 - informal comments from the Town/Parish Council, Lincolnshire Road Safety Partnership and local County Councillor
- 6.3 Where the above thresholds are exceeded these cannot be classed as a Borderline Case and paragraphs 5.12 and 5.13 should be considered, otherwise the request for a speed limit cannot be proceeded with and the applicant should be advised accordingly.

7. 20 MPH SPEED LIMITS

- 7.1 20mph speed limits may be introduced but are currently only considered and applied if appropriate to Accident Investigation and Prevention (AIP) schemes which meet the necessary AIP funding criteria.
- 7.2 They may also be considered as part of an Integrated Transport Scheme identified as high priority in the capital programme.

- 7.3 However it is intended to review this section as part of the County Council's Speed Management Strategy and produce a separate policy, at which time this section will be revoked.

8. SPEED LIMITS OUTSIDE SCHOOLS

- 8.1 At all statutory age schools a maximum speed limit of 30 mph is to be in place for a distance of 150m to 250m either side of the main pedestrian entrance and with discretion at secondary accesses.
- 8.2 It is intended to develop a separate policy relating to speed management and parking issues outside schools as part of the County Council's Speed Management Strategy.
- 8.3 All advisory 20 mph School Safety Zones will remain in place until a new School Safety Policy is introduced as outlined in paragraph 8.2 above.

9. SPEED LIMIT ORDER PROCESS

- 9.1 Subject to conditions on site being in accordance with this Policy, the Traffic Regulation Order process for speed limits will be as follows unless the assessment has determined that it is a Borderline Case. In these situations the process outlined in Sections 4 and 6 above will be followed.
- 9.1.1 Consult with the local County Councillor, allowing 21 days for comment.
- 9.1.2 Consult with Parish/Town Council, District Council, Lincolnshire Road Safety Partnership (Chief Constable), Freight Transport Association, Road Haulage Association, and any bus company using the roads as part of a service, allowing a minimum of 21 days for comments.
- 9.1.3 In addition to 9.1.2 above, consultations may also take place with any organisation representing persons who use the road i.e. – RAC, AA, British Drivers Association.
- 9.1.4 Any adverse comments received at consultation stage must be reported to the Planning and Regulation Committee before the proposed Orders are publicly advertised.
- 9.1.5 Publicly advertise the proposals, for a minimum of 21 days, both in local newspapers and, where appropriate, street notices on the length of highway affected.
- 9.1.6 Any objections received as a result of the public advertisement must be reported to the Planning & Regulation Committee.

- 9.1.7 Advise any objectors that their comments will be considered by Planning & Regulation Committee and following the meeting they will be informed of the Committee's decision.
- 9.1.8 Make Traffic Regulation Order operative within 2 years of the date of the public advertisement.
- 9.2 If no adverse comments are received from either the consultation or public advertisement, then the proposed speed limit can be implemented without reference to Planning and Regulation Committee.
- 9.3 The Chief Operating Officer or relevant Network Manager may, in consultation with the Chair of Planning and Regulation Committee, decide if it is more appropriate to advertise and consult concurrently to enable the Committee to consider all responses at the same time.

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This document is issued by:

Lincolnshire County Council, Environment and Economy

How to contact us:

If you wish to apply for a road to be assessed for a speed limit you can contact us in the following ways:

By Post:

At the relevant Highways Division address shown in the link below:
<http://www.lincolnshire.gov.uk/full-contact-details-for-development-divisions/35318.article>

By telephone:

01522 782070

By email:

customer_services@lincolnshire.gov.uk

Visit our website:

lincolnshire.gov.uk

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Published (2015)

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