

**Open Report on behalf of Andy Gutherson, Interim Executive Director for Place**

Report to:	<b>Planning and Regulation Committee</b>
Date:	<b>04 March 2019</b>
Subject:	<b>A1084 BRIGG TO CAISTOR, PROPOSED SPEED LIMIT ALTERATIONS</b>

**Summary:**

This report considers requests for the reduction of the proposed 50mph speed limit through Grasby to be reduced to 40mph for the length of road shown at Appendix B.

**Recommendation(s):**

That the Committee approves the reduction in the proposed 50mph speed limit through Grasby crossroads shown at Appendix B and that the necessary consultation process to bring this into effect may be pursued.

**1. Background**

1.1 In November 2016, the Secretary of State for Transport announced a new Safer Roads Fund of £175m which covers the four financial years 2017/18 - 2020/21.

1.2 The Fund is specifically targeted at delivering road upgrades and improvements to reduce the number and severity of fatal and serious injury collisions on the 50 highest risk road sections, based on the Road Safety Foundation's analysis published in 2016.

1.3 Lincolnshire County Council were invited to submit bids at 4 locations :

1. A1084 between Brigg and Caistor (in partnership with North Lincolnshire)
2. A18 between the A16 and the County Boundary (in partnership with NE Lincs)
3. A631 between Louth and Middle Rasen
4. A631 between Bishop Bridge and Middle Rasen

The bids were submitted by the Lincolnshire Road Safety Partnership on 29 September 2017 and we have been successful in all four bids.

1.4 In summary, the works proposed relate to general road safety measures such as improvements to the road surface grip, signing and markings, lower speed limits, as well as some more specific junction improvements at a couple of locations.

1.5 In terms of the A1084, the funding is due to commence from this April and some preliminary work has already taken place in readiness. One issue relates to the proposal to reduce the speed limit and this requires a traffic regulation order to be implemented.

1.6 Existing Conditions

The A1084 between Brigg and Caistor passes through Grasby and Clixby and shares junctions with roads leading to Howsham, Bigby, Somerby, Searby, Owmbly, Grasby and Great Limber. Between Brigg and Caistor the carriageway is subject to the national speed limit for single carriageway roads of 60mph. There is a history of reported injury collisions along the length of road concerned, which led to the bid for funds from the Department for Transport Safer Roads Fund being submitted.

1.7 On the A1084 through Grasby there is a footway throughout the length concerned on at least one side of the carriageway. Adjacent roadside development with direct access to the carriageway is intermittent, the main roadside generator of traffic is the public house close to the crossroads. The length and density of development does not meet the speed limit criteria for a village speed limit. Traffic flows recorded in 2017 were an average of 2959 per day, of which there were an average of 132 commercial vehicles/HGVs.

1.8 Proposals/Consultations

Statutory consultation took place from 13 November to 14 December 2018. Objections were received from the local member Cllr Turner, Bigby Parish Council and Grasby Parish Council. The proposals were supported by Lincolnshire Police, Brigg Town Council and North Lincolnshire Council.

1.9 Objections

The local Member Councillor Turner has suggested that the proposal through Grasby crossroads should be 40mph. Grasby Parish Council has objected to the proposed 50mph speed limit through the crossroads and asked for the proposed speed limit to be reduced to 40mph, ideally 30mph. Bigby Parish Council have also objected, asking for the 50mph speed limit proposal to be reconsidered at four locations where they think a 30mph speed limit would be more beneficial.

1.10 Grasby Parish Council list the following as reasons for the proposal to be lowered:

1. Grasby is the only village that the A1084 passes through directly.
2. An 'Archer Survey' was carried out in October 2017, this measured the weekday average mean speed at 45mph.
3. Crossroads are located at the centre of the village.
4. There is a history of reported injury collision through the village, including a fatality.
5. The A1084 suffers from use as a public motorcycle track, especially on Wednesday evenings in the summer and at weekends.

6. Being a rural community the main and side roads are used frequently by agricultural vehicles.
7. The village has a very active primary school, and the majority of schoolchildren arrive and are collected by car making the junction very busy at certain times of day.
8. There is anecdotal evidence that some residents of Grasby use the low road to exit and access the village as they are too nervous to use the main junction with the A1084.
9. In 2017 a petition was submitted to Lincolnshire County Council on behalf of the residents and parents of children at the Grasby Primary School.

1.11 Bigby Parish Council support the speed limit proposals with the exception of four locations where they recommend that a 30 mph speed limit be more appropriate:-

- From Brigg Garden Centre to the boundary with Brigg.
- The crossroads where the road from Howsham meets the A 1084.
- Bigby Hill and at the staggered crossroads to Bigby and Somerby just before the hill.
- The crossroads at Grasby and that changes in speed limit at this junction be done as a matter of urgency.

#### 1.12 Comments

The 50mph speed limit proposed forms part of a suite of measures aiming to reduce the number and severity of injury collisions on the A1084. However in accordance with the County Council's Speed Limit Policy the measured mean speed of traffic at Grasby lies within 3mph of the level required to justify a 40mph speed limit, as specified in Table 3 from the policy:

Table 3

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

It may therefore be identified as a Borderline Case as defined within the policy at 4.2 as follows:

*4.2 At locations where the mean speed data falls within +/- 3mph of Table 3 (Mean Speeds), then this is classed as a Borderline Case.*

1.13 Where the above applies a report is submitted to the P&R Committee for consideration and the Committee may approve the initiation of the speed limit order process by which the proposed 50mph speed limit can be reduced to 40mph. A plan indicating the extent of the 40mph limit suggested is shown at Appendix B.

1.14 In relation to the recommendations from Bigby Parish Council, with the exception of Grasby crossroads which is a borderline case, speed limits are not used to address specific hazards on a route, such as junctions. If collisions have taken place signing, lining and if necessary engineering measures, are to be considered if not already in place.

**2. Conclusion**

Under the normal criteria set out in the Council's Speed Limit Policy the crossroads at Grasby would not be considered eligible for a reduction in speed limit. As a Borderline Case however the Planning and Regulation Committee can approve a departure from the criteria where appropriate.

**a) Have Risks and Impact Analysis been carried out??**

**b) Risks and Impact Analysis**

**Appendices**

These are listed below and attached at the back of the report	
Appendix A	General location plan showing full scheme proposal
Appendix B	Detail of extent of suggested 40mph speed limit at Grasby

**Background Papers**

None

This report was written by Dan O'Neill, who can be contacted on 01522 782070 or at dan.oneill@lincolnshire.gov.uk.