

Open Report on behalf of Andy Gutherson, Executive Director of Place

Report to:	Planning and Regulation Committee
Date:	06 July 2020
Subject:	Crowland - Proposed Experimental Traffic Order to Prohibit Traffic Movements : A16/B1166 Radar Junction, A16/B1040 junction and A16 southbound layby

Summary:

This is a supplementary report to the earlier one on this matter discussed at this Committee on 2 March 2020. The proposals involve the introduction of a number of restrictions on the movement of traffic at the above junctions, with the intention of implementing them on a trial basis by way of an experimental traffic regulation order.

Recommendation(s):

That the Committee considers the additional information provided and decides on an appropriate course of action:

- (a) Pursue the experimental order and introduce the scheme for an initial period of six months to test its impact on collision data
- (b) Abandon the order on account of the potential impact on surrounding communities
- (c) Proceed with investigation into potential speed limit reduction as outlined below.

Background

1.1 Following consideration of a report on the above matter at the meeting on the 2 March 2020 a site visit was arranged and this took place on the 13 March 2020.

1.2 Subsequently Members sought clarification on the following matters:-

- The feasibility of the introduction of a speed limit reduction in the vicinity of Radar Junction
- The impact on and costs relating to any adjustments required to the existing speed camera arrangement in the area should the speed limit be reduced

- An update on the estimated cost of the construction of a roundabout at the intersection of the A16 with the B1166.

1.3 Assessment of speed limit reduction

In accordance with the Council's speed limit policy an assessment has been carried over a 0.39 km length of the A16 highlighted on the plan shown at Appendix A. As a rural location, an accident rate of at least 35 must be calculated in order for consideration to be given to a limit. The calculation takes into account traffic flow and personal injury collisions during the last five years over this length and in this case results in a rate of 100. The criteria is therefore met. The level of limit, however, will depend on the mean speed of traffic identified via a speed survey. Should the mean speed be measured in excess of 53 mph then a reduction in the existing limit cannot be pursued, unless the result can be deemed a borderline case in line with the policy, in which case it will be considered by this Committee. If the mean speed allows a reduced limit to be taken forward then the statutory process of consultation and public advertisement for the order may be progressed with any objections determined by this Committee. The signing costs for a speed limit will be in the region of £15-20,000 on account of the requirement to illuminate the signs.

1.4 Cost implications of speed camera amendments

Liaison with Lincolnshire Road Safety Partnership has confirmed that provided that any new speed limit proposed lies within the gap between the two average speed camera installations located either side of Radar Junction there will be no effect on their operation so no additional costs will be incurred.

1.5 Estimated cost of roundabout installation

The current estimate for the construction of a new roundabout at this location is in the region of £4 million and to provide a more accurate cost will require investment into a more detailed analysis of the scheme. The design and size of the roundabout will need to be determined and the extent of utility plant in the area, which may need to be accommodated or diverted, is a determining factor in the final cost. This being the case it will only be possible to provide a range of costs rather than a single fee.

Conclusion

As stated in the previous report the aim of the proposed restrictions on traffic movements at Radar Junction is to reduce the number and severity of personal injury collisions which have occurred here and the experimental order is a means by which their effect on accident reduction and the impact on the surrounding community can be tested.

There is much opposition to the proposals with the anticipated impact in terms of inconvenience, severance and financial loss to local businesses and residents being viewed as potentially severe.

Consultation

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

No

b) Risks and Impact Analysis

N/A

Appendices

These are listed below and attached at the back of the report	
Appendix A	Crowland, A16 Radar Junction - potential speed limit reduction

Background Papers

Document title	Where the document can be viewed
Report and appendices submitted to Planning and Regulation Committee on the 2 March 2020	

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