

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

Report to:	Planning and Regulation Committee
Date:	07 September 2020
Subject:	Great Limber A18 - Proposed 30 mph Speed Limit

Summary:

This report considers objections received to the public advertisement relating to the above proposal, the extent of which is shown at Appendix B.

Recommendation(s):

That the Committee overrules the objections and the Order as advertised is confirmed and introduced.

Background

1.1 Following a request from Great Limber Parish Council for the existing 40 mph speed limit on the A18 to be reduced to 30 mph, three speed surveys were carried out at various locations within the village in October 2017. The plan at Appendix B indicates these sites and the mean speed of traffic measured at each. The mean speeds confirmed that a length of 30 mph speed limit as shown could be approved as a borderline case in accordance with the speed limit policy. The matter was therefore brought to this Committee on 4 June 2018 where approval for the statutory consultation was agreed and this was initiated in July 2019.

1.2 Three objections to the extent of 30 mph limit proposed were received, including one from the Parish Council. Each suggested an extension to the proposed 30 mph limit further out of the village and also extensions to the existing 40 mph limits in both directions. A further report detailing these was brought to this Committee on 13 January 2020.

1.3 The following comments were made in respect to the objections.

- Owing to lack of frontage development on the outskirts of the village and beyond, extensions to the existing 40 mph limits have been assessed separately as rural limits as defined in the policy. There have been three reported accidents in total along the lengths 2.5 km to the east and 0.5 km to the west respectively. However the criteria has not been met and I regret therefore that this request cannot be progressed at this time.

- The speed limit policy is designed to promote speed limits in built up areas where more activity on the highway is generated, or in rural areas where accidents have been reported. The majority of drivers adjust their speed in accordance with road conditions and it is for this reason that speed limits are not used to reduce speed at such locations unless they are employed as part of an accident reduction scheme. At Great Limber the bends on the approaches to the village are highlighted to drivers by warning signage, and street lighting is in place on both approaches beyond the existing 40 limit termination points.

1.4 As any further extension to the proposed 30 mph limit cannot be justified against the policy the recommendation in this second report was that the objections were overruled to allow the proposal to be publicly advertised. This was approved and advertisement took place in February.

1.5 Further Objections

Further objections have been received during the advertisement period. These request that the volume of traffic using the A18 and the presence of a conservation area and listed buildings along the route should be taken into account. It remains a source of concern that the length proposed for a 30 mph limit cannot be extended further out of the village and that this will be a missed opportunity to reduce traffic accidents.

1.6 Comments

The criteria for built up areas in the speed limit policy does not account for traffic flows, or the presence of listed buildings and conservation areas. Whilst the rationale behind the refusal to extend the 30 mph limit further than is proposed may be difficult to comprehend, our policy reflects government guidance whereby the level of any speed limit imposed on a road is determined by the mean speed of traffic using it. In the case of the A18 through Great Limber these speeds were measured above that required for a 30 mph limit but as a borderline case this Committee was able to give approval for an order to be pursued, and the extent proposed is the maximum that can be justified against the policy. .

Conclusion

The 30 mph speed limit as proposed is compliant with the policy criteria and the location of its terminal points on the approaches to the village centre ensure its impact is concentrated within this area. No reported injury accidents have been logged on the A18 through Great Limber since 2017

The presence of warning signage, double white line systems, enhanced road markings and street lighting within the remaining 40 mph limits provides drivers with sufficient warning to adjust their speed accordingly in order to negotiate forthcoming changes in road layout.

Consultation

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

No

b) Risks and Impact Analysis

n/a

3.1 Consultation for this proposal included the local Member and District Councillors, the police, Lincolnshire Fire and Rescue, EMAS, Great Limber Parish Council, West Lindsey District Council, Road Haulage Association, Freight Transport Association, Bus service Stagecoach and Sherwood Travel, Transport Services.

Appendices

These are listed below and attached at the back of the report	
Appendix A	Site location plan
Appendix B	Plan of proposed 30 mph speed limit

Background Papers

Document title	Where the document can be viewed
Speed survey information and letters of objection	Jeanne Gibson, Place Directorate, jeanne.gibson@lincolnshire.gov.uk

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