

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

Report to:	<b>Planning and Regulation Committee</b>
Date:	<b>05 October 2020</b>
Subject:	<b>A15, Sleaford to Leasingham – Proposed 50mph speed limit</b>

#### Summary:

This report considers a request from the Lincolnshire Road Safety Partnership for the introduction of a new 50mph speed limit on the A15, from Holdingham Roundabout northwards to include the two junctions into Leasingham. Investigations have indicated that this site may be considered a 'Borderline Case', as defined within the Council's Speed Limit Policy.

#### Recommendation(s):

The Committee approves the proposed speed limit so that the necessary consultation process to bring it into effect may be pursued.

#### Background

The introduction of a speed limit reduction at this location has been investigated at the request of the Lincolnshire Road Safety Partnership. Their data indicates that 14 reported injury accidents have occurred along this length over the past five years.

The County Council's Speed Limit Policy provides a means by which requests for speed limits can be assessed consistently throughout the county. The criteria by which a speed limit may be justified within a rural area is based on the accident rate calculated at that location, and the level of limit is determined by the mean speed of traffic travelling through it.

Having carried out an assessment, a Borderline Case has been identified as defined within the policy at 6.1 below:

*6.1 At locations where the mean speed data falls within +/- 3mph of Table 4 (Mean Speeds), then this is classed as a Borderline Case.*

Where the above applies a report will be submitted to the Planning and Regulation Committee for consideration.

Insufficient frontage development along the unrestricted length of the A15 adjacent to Leasingham requires an assessment under the criteria for a rural location where an accident rate of 35 or more is required to introduce a speed limit. A rate of 41 has been calculated and therefore a limit can be justified against the policy. The level of limit

imposed is determined by the mean speed of traffic and how this correlates to the level of limit given in Table 4 from the policy:

**Table 4**

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

The mean speed has been measured at 55mph at the location highlighted at Appendix B. This lies within 3mph of the level required to justify a 50mph speed limit and it can therefore be considered as a Borderline Case and this Committee may approve the initiation of the speed limit order process to reduce the current 60mph speed limit to 50mph. A plan indicating the extent of the 50mph limit suggested is shown at Appendix A.

**Conclusion**

Under the normal criteria set out in the speed limit policy this location would qualify for 60mph speed limit. However as a borderline case the Planning and Regulation Committee may approve a departure from the criteria where appropriate and approve a reduction to a 50mph limit at this location.

**Consultation**

None required at this stage

**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	Site location and proposed extent of 50 mph speed limit
Appendix B	Speed survey location

**Background Papers**

Document title	Where the document can be viewed
Speed survey results	Executive Director, Place

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