



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

Report to:	Planning and Regulation Committee
Date:	06 June 2022
Subject:	Horncastle, Spilsby Road, Boston Road & Langton Hill - Proposed 30mph Speed Limits

Summary:

This report considers a request from local residents for the existing 40mph speed limits on Spilsby Road, Boston Road & Langton Hill, Horncastle to be reduced to 30mph. Investigations have indicated that these sites may be considered as 'Borderline Cases', as defined within the Council's Speed Limit Policy.

Recommendation(s):

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

Background

Following requests from residents of the main roads into Horncastle for the existing 40mph speed limits to be reduced to 30mph, a review of each route was carried out and speed surveys were undertaken to determine the mean speed of traffic at each location. At Lincoln Road a mean speed of 28mph was recorded and therefore a reduction to a 30mph limit may be pursued here in accordance with the speed limit policy. The mean speed measured at Louth Road however was 39mph, which indicates that the existing 40mph limit is set at the correct level.

In the case of Spilsby Road, Boston Road and Langton Hill mean speeds were recorded as 36, 36 and 35mph respectively, as illustrated at Appendices B, C & D.

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 an urban location is based on the number of units of development along a road and the level of limit is determined by the mean speed of traffic travelling along it.

Following an assessment of a site however a borderline case may be identified and is 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.

1.4 The average mean traffic speed along the lengths surveyed lies within 3mph of the level required to justify a 30mph 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

They can therefore be considered as Borderline Cases and the Committee may approve the initiation of the speed limit order process whereby the existing 40mph speed limit at Spilsby Road, Boston Road and Langton Hill can be reduced to 30mph. Plans indicating the extent of the 30mph limits proposed are shown at Appendices E, F & G.

Conclusion

Under the normal criteria set out in the Council's speed limit policy these locations would not be considered eligible for a reduction in speed limit. However as each meets the criteria to be considered a borderline case, the Planning and Regulation Committee may approve a departure from the criteria where appropriate.

Consultation

Not required at this stage. However, the local Member supports the proposals.

a) Risks and Impact Analysis

N/A

Appendices

These are listed below and attached at the back of the report	
Appendix A	Site Location
Appendix B	Existing speed limits and survey location - Spilsby Road
Appendix C	Existing speed limits and survey location - Boston Road
Appendix D	Existing speed limits and survey location - Langton Hill
Appendix E	Proposed 30mph speed limit - Spilsby Road
Appendix F	Proposed 30mph speed limit - Spilsby Road
Appendix G	Proposed 30mph speed limit - Langton Hill

Background Papers

The following background papers as defined in the Local Government Act 1972 were relied upon in the writing of this report.

Document title	Where the document can be viewed
LCC Speed Limit Policy: Speed survey data	https://www.lincolnshire.gov.uk/directory-record/61713/speed-limit-policy

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