

PORTFOLIO HOLDER HOUSING, INFRASTRUCTURE AND TRANSPORT

DATE	19 th August 2024
REPORT OF	Councillor Stewart Swinburn, Portfolio Holder Housing, Infrastructure and Transport
RESPONSIBLE OFFICER	Carolina Borgstrom – Director for Environment, Economy and Infrastructure
SUBJECT	Speed Limit Order - 24-12: Bradley Road, Waltham
STATUS	Open
FORWARD PLAN REF NO.	PHHIT 08/24/05

CONTRIBUTION TO OUR AIMS

A review of the current speed limits at this location, will contribute to the health and wellbeing of all road users, business owners and visitors to the area by creating, and maintaining, a safer highway environment by implementing appropriate speed limits.

EXECUTIVE SUMMARY

In order to ensure the safety of all road users, a review of the current speed limit extents along Bradley Road has been undertaken. It is therefore proposed that one new Speed Limit Order for all of Bradley Road is made to ensure that appropriate and effective restrictions are in place.

RECOMMENDATIONS

It is recommended that:

- a) Approval be granted for the making of a Speed Limit Order so that the speed limits imposed on Bradley Road shall be in accordance with the table and plan at Appendix One (Ref: TR24-12-01).
- b) In the event there are unresolved material objections to the Order, these are referred back to the Portfolio Holder for determination and a decision as to whether or not the Order be confirmed and executed.

REASONS FOR DECISION

It is necessary to review the current de-restricted speed limit section on Bradley Road given the characteristics of the road layout, and in doing so the intention is that all previous made Speed Limit Orders will be reviewed and brought together under one Order for the full length of Bradley Road.

1. BACKGROUND AND ISSUES

- 1.1 Following a number of changes to the street scene within Waltham, along with a recently approved construction access to a solar farm within the national speed limit section, and a request from the Public Rights of Way Mapping Officer to review the national speed limit due to safety concerns regarding

users of the public right of way having to walk a short distance along the verge, it is proposed to undertake a route review of all speed limits along Bradley Road.

1.2 The overall speed limit framework, including the setting of national limits for different road types, and which exceptions to these general limits can be applied, is the responsibility of the Government. The 3 national speed limits in England are:

- the 30mph speed limit on roads with street lighting (sometimes referred to as restricted roads)
- the national speed limit of 60mph on single carriageway roads
- the national speed limit of 70mph on dual carriageways and motorways

These national limits are not, however, appropriate for all roads.

1.3 Setting speed limits at the appropriate level for the road and ensuring compliance with these limits play a vital part in ensuring greater safety for all road users. The relationship between speed and likelihood of collision, as well as severity of injury, is complex, but there is a strong correlation. As a general rule, for every 1mph reduction in average speed, collision frequency decreases by around 5% (Taylor, Lynam and Baruya, 2000). For typical types of road traffic collisions, the risk of death for drivers and pedestrians involved reduces with reduced vehicle speeds and it is particularly important to consider those speeds where the balance tips in favour of survival.

1.4 A lower speed limit may also create an environment where society feels safer to undertake more healthy behaviours such as increased physical activity in the form of walking and cycling. This, of course provides a wider public health benefit.

1.5 Bradley Road is subject to a number of differing speed limits between Laceby Road and Barnoldby Road. As would be expected, Bradley village and Waltham village are restricted roads (30mph speed limit applies). Fear of traffic can affect people's quality of life in villages, and it is self-evident that villages should have comparable speed limits to similar roads in urban areas. It is, therefore, government policy that a 30mph speed limit should be the norm through villages. Traffic Advisory Leaflet 01/04 (DfT, 2004) sets out policy on achieving lower speed limits in villages. It suggests that reasonable minimum criteria for the definition of what constitutes a village, for the purpose of applying a village speed limit of 30mph, would be that there were both:

- 20 or more houses (on one or both sides of the road)
- a minimum length of 600m

However, Bradley village does not meet the above criteria in terms of housing density. If there are fewer than 20 houses, traffic authorities are advised to make extra allowance for any other important buildings, such as a church, shop or school. In this case, consideration has to be made regarding the presence of the Bradley Football Development Centre sport facility, which does see high numbers of users. In this regard, it is felt that the 30mph speed limit in place is

appropriate.

- 1.6 Speed data for both ends of Bradley Road within the village extents show that on average, there is reasonable compliance with the 30mph speed limits however, this could perhaps be improved with appropriate measures in order to emphasise the village environment. If there is a system of street lighting traffic authorities are not permitted to install repeater signs. Officers will however be assessing both village extents along Bradley Road for an appropriate location for a Vehicle Activated Sign (VAS) to remind drivers of the 30mph speed limit. In addition, consideration will be given to installing and/or renewing road markings to create gateway features into both villages in order to reinforce to village boundary.
- 1.7 On leaving both village extents, the speed limit changes from 30mph to 40mph providing a buffer between the villages and the national speed limit section. The speed limit for both 40mph sections appears appropriate given the nature and characteristics of the road layout and the low density of properties in both areas. Speed data shows good compliance therefore there are no plans to change either.
- 1.8 The remaining section of Bradley Road adjacent to Dixon Woods and Bradley Fishing lakes is currently automatically designated as a De-restricted Road and due to it being a single carriageway road, this means it is by default subject to a 60mph speed limit. This section is crossed by a public bridleway (BW165) however, the ongoing route is not directly opposite requiring users to walk, cycle or ride along the verge for a short distance within the 60mph speed limit. In addition, there has been a recently approved planning application for a construction access to a new solar farm site on this stretch.
- 1.9 In examining the speed data for this section, given the road layout and characteristics the average speeds are much lower than the posted speed limit at around 43mph and 85th percentile speeds (the speed at or below which 85 percent of the drivers travel on a road segment) are at around 49mph. When setting speed limits, Local Authorities should seek to ensure that the speed limit is evidence led and seek to reinforce people's assessment of what is a safe speed to travel. They should encourage self-compliance. More importantly, speed limits should be seen by drivers as the maximum rather than a target speed.
- 1.10 Given the road characteristics, the presence of a public bridleway, the presence of a number of properties including a farm, and taking into account current speeds travelled, it is therefore concluded that a 60mph speed limit by default on the relevant section of Bradley Road is inappropriate. It is therefore proposed that a 50mph speed limit be implemented instead, the extent and location of which is detailed indicatively in the plan at Appendix One.

2. RISKS AND OPPORTUNITIES

- 2.1 The proposal provides an opportunity to consider speed limits that are appropriate for the area in which they are implemented and which in turn reduce road safety risks especially for more vulnerable road users including

pedestrians and equestrians who need to walk along the roadside to access the areas Public Rights of Way network.

- 2.2 The key risks with the proposal to introduce new speed restrictions are:
- Drivers may not adhere to the revised 50mph speed limit resulting in vehicles travelling at an inappropriate speed.
 - An increase in the level of unsafe overtakes where drivers do not believe the speed limit to be appropriate.
- 2.3 Should the proposal not be approved the key risks are:
- The proposed scheme will not address safety concerns raised relating to pedestrians and equestrians using the nearby Bridleway.
 - The severity of any collisions that do occur in the future along Bradley Road may be worse than if the changed speed limit had been implemented.

3. OTHER OPTIONS CONSIDERED

- 3.1 Do nothing. This is not recommended based on the available data and given the road characteristics as outlined above. In most instances, consideration of collision history, road function, mix of road users including presence of vulnerable road users, road geometry, engineering and environment and actual traffic speed should enable traffic authorities to determine the appropriate limit on single carriageway rural roads. Roads may have primarily either a through traffic function or a local access function. Both need to be provided safely. Bradley Road has for the purposes of this review deemed to be a through traffic road.

The DfT recommends that a reduction in a 60mph speed limit to 50mph for single carriageway roads with a predominant motor traffic flow function should be considered where mean speeds are below 50mph.

4. REPUTATION AND COMMUNICATIONS CONSIDERATIONS

- 4.1 Speed limits are issues which can generate a number of conflicting opinions. For those reasons guidance issued by the Department for Transport (DfT) on setting local speed limits has been adopted by the Council as set out in Recommendation 12 of the Regeneration and Scrutiny Panel report on the findings of the Speed Limit/Road Safety Committee January – March 2013. This will avoid any allegation that unrealistic speed limits have been set.
- 4.2 It is expected there will be little potential for negative reputational implications for the Council resulting from the decision, as the measures are designed to improve road safety.
- 4.3 If approval is given to this proposal, the Order will be formally advertised in accordance with the statutory Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. Public notices will be published in the local press to advise of the Councils intention to make the Order. This provides a formal opportunity for anyone to object to the making of the order.

5. FINANCIAL CONSIDERATIONS

- 5.1 Any standard lining, signing and public notices required to implement this scheme are covered through the Council's Regeneration Partnership arrangement with Equans.

6. CHILDREN AND YOUNG PEOPLE IMPLICATIONS

- 6.1 The proposals will create a safer environment for all road users, including children and young people who are classed as vulnerable in terms of pedestrian usage.

7. CLIMATE CHANGE AND ENVIRONMENTAL IMPLICATIONS

- 7.1 The proposals are not expected to have any significant impact on climate change and / or the environment.

8. CONSULTATION WITH SCRUTINY

- 8.1 There has been no consultation with Scrutiny in relation to this matter.

9. FINANCIAL IMPLICATIONS

- 9.1 As indicated in section 5, there are no direct financial implications to the Council as a result of this report.

10. LEGAL IMPLICATIONS

- 10.1 Under Section 84 Road Traffic Regulation Act 1984 traffic authorities are empowered to make Speed Limit Orders (SLOs) for (inter alia) the reasons set out at the beginning of this report.
- 10.2 The procedure for making SLOs is set out in Schedule 9 Part III of the 1984 Act and the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and provides for advertisement and consideration of any objections before making a final decision on the proposed SLO.
- 10.3 Regulation 8 makes provision for objections and regulation 14 allows the Council to modify a SLO before it is made.
- 10.4 If it is decided to make the SLO notwithstanding any objections made it can only be challenged by Judicial Review in the Administrative Court.

11. HUMAN RESOURCES IMPLICATIONS

- 11.1 There are no direct HR implications arising from the contents of this report.

12. WARD IMPLICATIONS

- 12.1 The proposals relate to issues within the Waltham Ward.

13. BACKGROUND PAPERS

[Local Authorities' Traffic Orders \(Procedure\) \(England and Wales\) Regulations 1996](#)

[Road Traffic Regulation Act 1984](#)

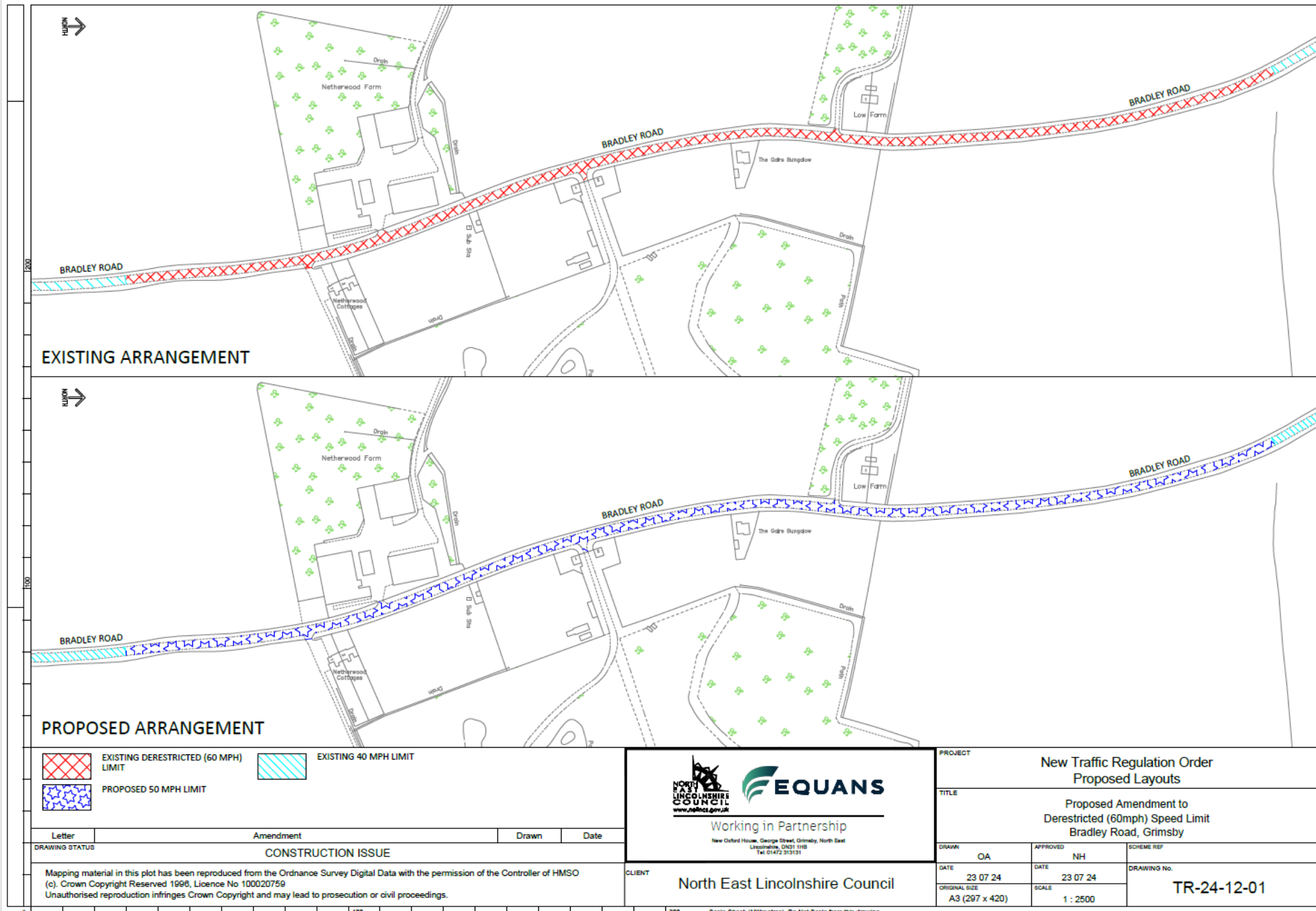
[The Traffic Signs Regulations and General Directions 2016 No 362](#)

14. CONTACT OFFICER(S)

- Paul Evans, Assistant Director - Infrastructure, NELC, 01472 323029
- Brian Fitzpatrick, Head of Highways and Transport, Equans 07789 495521

COUNCILLOR STEWART SWINBURN

PORTFOLIO HOLDER HOUSING, INFRASTRUCTURE AND TRANSPORT



EXISTING ARRANGEMENT

PROPOSED ARRANGEMENT

	EXISTING DERESTRICTED (60 MPH) LIMIT		EXISTING 40 MPH LIMIT
	PROPOSED 50 MPH LIMIT		

Letter	Amendment	Drawn	Date
CONSTRUCTION ISSUE			

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CLIENT
North East Lincolnshire Council

PROJECT New Traffic Regulation Order Proposed Layouts		
TITLE Proposed Amendment to Derestricted (60mph) Speed Limit Bradley Road, Grimsby		
DRAWN OA	APPROVED NH	SCHEME REF DRAWING No. TR-24-12-01
DATE 23 07 24	DATE 23 07 24	
ORIGINAL SIZE A3 (297 x 420)	SCALE 1 : 2500	

SCHEDULE 1

Traffic Regulation Orders - Revocation

Column 1 <u>ORDER TO BE REVOKED</u>	Column 2 <u>EXTENT OF REVOCATION</u>
The County of Humberside (Cleethorpes Borough) (C147 Bradley Road, Waltham) (40mph Speed Limit) Order 1987	The whole Order
The Borough of North East Lincolnshire (Various Streets) (Speed Limits) (No. 04-08) Order 2004	part of Schedule 4 “40mph Speed Limit” as it relates to Bradley Road in the Parish of Bradley, from a point 202 metres north of the northern kerb line of Marian Way (Waltham) to a point 755 metres north of the northern kerb line of Marian Way.
The Borough of North East Lincolnshire Council (Speed Limit) (Bradley) (No. 14-02) Order 2014	The whole Order

SCHEDULE 2

“Restricted Road”

<u>STREET</u>	<u>LENGTHS OF ROAD</u>
Roads within the Parish of Bradley	
Bradley Road	From a point 356 metres south of the southern kerb line of Laceby Road, Grimsby, in a southerly direction to a point 86.6 metres south of the southern kerb line of Church Lane, Bradley.
Roads within the Parish of Waltham	
Bradley Road	From it's roundabout intersection with Barnoldby Road, in a northerly direction for a distance of 553 metres.

SCHEDULE 3

“40mph Speed Limit”

<u>STREET</u>	<u>LENGTHS OF ROAD</u>
Roads within the Parish of Bradley	
Bradley Road	from a point 86.6 metres south of the southern kerb line of Church Lane, in a southerly direction for a distance of 1.345 kilometres.
Roads within the Parish of Waltham	
Bradley Road	From a point 553 metres north-west of it's roundabout intersection with Barnoldby Road, in a generally northerly direction for a distance of 471 metres.

SCHEDULE 4

“50mph Speed Limit”

<u>STREET</u>	<u>LENGTHS OF ROAD</u>
Roads within the Parish of Bradley	
Bradley Road	From a point 425 metres south-east of the Bradley Woods access road, in a south-easterly direction for a distance of 938 metres.

Appendix One