

PORTFOLIO HOLDER HOUSING, INFRASTRUCTURE AND TRANSPORT

DATE	19 th August 2025.
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; 25-07 Waltham Road, Barnoldby.
STATUS	Open.
FORWARD PLAN REF NO.	PHHIT 08/25/03.

CONTRIBUTION TO OUR AIMS

A review of the current speed limits at this location, will contribute to the Safer Communities strategic objective, by creating and maintaining a safer highway environment through the implementation of appropriate speed limits for the benefit of everyone who uses that road including more vulnerable users.

EXECUTIVE SUMMARY

To ensure the safety of all road users, a review of the current speed limit extents on Waltham Road, Barnoldby-le-Beck has been undertaken following the submission of a petition by local residents. As a result, it is proposed that the national speed limit (60mph) be replaced with a lower 50mph speed limit.

RECOMMENDATIONS

It is recommended that:

- a) Approval be granted for the making of a Speed Limit Order to revoke the current national speed limit (60mph) on Waltham Road, Barnoldby-le-Beck the extent of which is detailed in the plan in Appendix One (Ref: ADHR-WR).
- b) Approval be granted for the making of a Speed Limit Order to introduce a 50mph speed limit on Waltham Road, Barnoldby-le-Beck, the extent of which is shown indicatively in the plan in Appendix One (Ref: ADHR-WR).
- c) In the event there are unresolved material objections to the Order, these will be referred to the Portfolio Holder for determination and a decision as to whether or not the Order be confirmed and executed.

REASONS FOR DECISION

Following the decision by the Portfolio Holder for Housing, Infrastructure & Transport on 26th June 2025 to uphold a road safety recommendation to lower the current de-restricted (national) speed limit section on Waltham Road, Barnoldby-le-Beck to 50mph (DNPH.HIT.4), this report now seeks formal approval to progress the necessary Speed Limit Orders required.

1. BACKGROUND AND ISSUES

- 1.1 Following receipt of a petition from residents requesting action to address road safety issues in Barnoldby-le-Beck, a report was submitted to the Portfolio Holder on 26th June 2025 detailing a number of recommendations for possible measures in response to the issues raised by the petition. The recommendations, which were upheld (DNPH.HIT.4) included the reduction of the current national speed limit on the eastern approach to the village to a new 50mph speed limit, therefore, this report now seeks formal approval to make the necessary Speed Limit Orders required.
- 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 three 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.
- 1.3 These national limits are not, however, appropriate for all roads.
- 1.4 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.
- 1.5 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. Drivers should encourage self-compliance. More importantly, speed limits should be seen by drivers as the maximum rather than a target speed. A lower speed limit may also create an environment where residents feel safer to undertake more healthy behaviours such as increased physical activity in the form of walking, cycling or scooting.
- 1.6 Over half of all vehicles (approximately 3000+ per day) approaching the village on Waltham Road are travelling at a speed which is above the normal prosecution limit for the Police once they enter the village boundary.
- 1.7 It is therefore proposed that the national speed limit on Waltham Road is revoked and replaced with a new 50mph speed limit, the extent and location of which is detailed indicatively in the plan at Appendix One (Ref: HD014-25).

2. RISKS, OPPORTUNITES AND EQUALITY ISSUES.

- 2.1 Should these proposals be adopted, the opportunities are:
 - To support compliance with the existing 30mph speed limit through Barnoldby-

le-Beck village and enhance the safety of all road users, acknowledging that this road forms a well-used connection between the A18 and the Grimsby/Cleethorpes conurbation via Waltham.

- A reduced speed limit has the potential to decrease the risk of personal injury collisions occurring, particularly those of a serious or fatal nature.
- Speed limits are supported by Speed Limit Orders enabling enforcement by the Police. Appropriate enforcement supports better compliance with the posted speed limits.
- To create an environment where residents feel safer to undertake more healthy behaviours such as increased physical activity in the form of walking and cycling. This, then provides a wider public health benefit.

2.2 There are no implications under the Equality Act 2010, European Directive 2001/42/EC and transposed into UK law through the Environmental Assessment of Plans and Programmes Regulation 2004 or The General Data Protection Regulation 2018 as a result of this proposal.

2.3 Should these proposals not be adopted, the risks are:

- Failure to address poor compliance with the posted speed limits.
- Failure to address residents' concerns over vehicle speeds in the village.

3. OTHER OPTIONS CONSIDERED

3.1 Do nothing. This is not recommended given the recent Portfolio Holder decision to progress with a reduction of the speed limit on the eastern approach to the village.

4. REPUTATION AND COMMUNICATIONS CONSIDERATIONS

4.1 Speed limits are an issue 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 help 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 Council's 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 The costs of implementing the TRO will be met from existing Council revenue budgets and supported by identified expenditure through the Council's Local Transport Plan capital programme for 2025/26.

6. CHILDREN AND YOUNG PEOPLE IMPLICATIONS

- 6.1 There are unlikely to be any specific implications for children and young people as a result of this report.

7. CLIMATE CHANGE, NATURE RECOVERY AND ENVIRONMENTAL IMPLICATIONS

- 7.1 The proposals are not expected to have any significant impact.

8. CONSULTATION WITH SCRUTINY

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

9. FINANCIAL IMPLICATIONS

- 9.1 The costs associated with the making of this SLO are to be met from within existing revenue budget provision.

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 Wolds 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)

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COUNCILLOR STEWART SWINBURN

PORTFOLIO HOLDER HOUSING, INFRASTRUCTURE AND TRANSPORT

Appendix One



