

**COMMITTEE:** ALL AREA COMMITTEES

**DATE:** 31<sup>ST</sup> MAY 2007

**SUBJECT:** SPEED LIMIT REVIEW

**REPORT BY:** HEAD OF ENGINEERING & TRANSPORTATION

**CONTACT OFFICER:** JONATHAN PALMER 01582 546686

**IMPLICATIONS:**

<b>LEGAL</b>	✓	<b>COMMUNITY SAFETY</b>
<b>EQUALITIES</b>		<b>ENVIRONMENT</b>
<b>FINANCIAL</b>	✓	<b>CONSULTATIONS</b>
<b>STAFFING</b>		<b>OTHER</b>

**WARDS AFFECTED: ALL**

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**PURPOSE**

1. To report an initial review of speed limits in Luton and to seek the views of the Area Committee on these proposals which will be reported to Executive.

**RECOMMENDATION(S)**

2. That the Area Committee note the initial review of speed limits in Luton.
3. That the Area Committee be requested to give their views on the speed limit review so that these can be reported to Executive.

**BACKGROUND**

4. In line with an announcement by the Secretary of State for Transport on 15<sup>th</sup> December 2005, Local Authorities need to formally review the speed

limits on all 'A' and 'B' roads in accordance with guidance which was published on 8<sup>th</sup> August 2006; DfT Circular 01/2006 – Setting Local Speed Limits. Any changes to the speed limits should be implemented by 2011.

5. The Executive approved a Speed Management Strategy on 10<sup>th</sup> April 2006. This Strategy noted that speed limits are important in the Speed Management Toolkit, though it must be remembered that lowering speed limits does not necessarily lead to reduced speeds. There is a need to introduce appropriate speed limits in a consistent way. Care needs to be taken to ensure that limits are not totally inappropriate or unjustified resulting in mass abuse, bringing them and the overall Speed Management Strategy into disrepute. Key factors in deciding the appropriate speed limit for roads will be the mix, volume and speed of traffic, the use of the road by vulnerable road users, the frontage/land use and the accident record.
6. The Speed Management Strategy noted that the Luton area is generally urban with substantial residential areas and that it was therefore likely that the vast majority of roads in Luton would have either 30mph or 20mph speed limits. It was recommended that there is a presumption that all predominately residential roads and areas outside schools should be made 20 mph zones as part of the Council's on-going Area Studies Traffic Calming work programme. It was also recommended that there is a presumption that, except on a limited number of cases, other roads should be subject to a 30 mph speed limit.
7. The Speed Management Strategy has only recently been approved by the Council and does not require significant modification or updating. However, in light of the new Government guidance a further review of speed limits is required and is therefore addressed in this report.

## **REPORT**

8. DfT Circular 01/2006 – Setting Local Speed Limits, acknowledges that whilst 30mph is the standard speed limit for urban areas, a 40mph limit may be used where appropriate and, in exceptional circumstance, a 50 mph limit may be considered. The Circular states:

*'Roads suitable for 40 mph are generally higher quality suburban roads or those on the outskirts of urban areas where there is little development. They should have good width and layout, parking and waiting restrictions in operation, and buildings set back from the road. These roads should, wherever possible, cater for the needs of non-motorised road users through segregation of road space. Alternatively, traffic authorities should consider whether there are convenient alternative routes available and ensure that any roads with a 40 mph limit have adequate footways and crossing places as necessary for pedestrians, cyclists and equestrians.'*

9. In line with the Government requirements and guidance a further more detailed review of speed limits in Luton has been carried out. This has been carried out on all 'A' and 'B' classified roads in Luton and on any other roads where the present speed limit is in excess of 30mph. This review consisted of an initial consultation with the emergency services and others at a Traffic Liaison Meeting and also an analysis of recorded personal injury accidents. The table below shows the results of this review. The proposed changes to speed limits from this review have been shown in bold.

Road	Comments	Existing Speed Limit	Proposed Speed Limit
M1 (the responsibility of the Highways Agency)		National Speed Limit	National Speed Limit
<b>Airport Way (A1081/A505)</b>	<b>Changes to be implemented as part of East Luton Corridor. Future improvement of Junction 10A may require lowering of the speed limit due to design constraints</b>	<b>National Speed Limit (though temporary presently in place)</b>	<b>50/40mph</b>
Vauxhall Way (A505) between Stopsley Way and Eaton Green Road	Present speed limit felt to be appropriate	40mph	40mph
<b>Vauxhall Way (A505) between Eaton Green Road and Airport Way</b>	<b>Proposed cycle lane on one side of this section of road</b>	<b>40mph</b>	<b>30mph</b>
Stopsley Way (A505)	Poor accident record, though due to nature of road present speed limit felt to be appropriate	40 mph	40 mph
Hitchin Road (A505)	Poor accident record, though due to nature of road present speed limit felt to be appropriate	40mph	40 mph
Hatters Way (A5065)	Present speed limit felt to be appropriate	40mph	40 mph
Dunstable Road A505 from Chaul End Lane to borough boundary	Very poor accident record though given road layout on balance it is felt present speed limit felt to be	40mph	40mph

	appropriate		
Eaton Green Road by borough boundary	Present speed limit felt to be appropriate	National Speed Limit	National Speed Limit
New Bedford Road/Barton Road A6, north of Riddy Lane/Barnfield Avenue	Poor accident record and nearby schools but on balance existing restriction felt to be appropriate	40 mph	40 mph
<b>New Bedford Road (A6) south of Riddy Lane/Barnfield Avenue</b>	<b>Poor accident record and residential/college fronting the road. Previous requests to reduce speed limit on this section of road</b>	<b>40mph</b>	<b>30mph</b>
<b>Icknield Way between Barton Road to Bramingham Road</b>	<b>Poor accident record and nursery school located on road</b>	<b>40 mph</b>	<b>30 mph</b>
<b>Bramingham Road</b>	<b>Poor accident record between Northwell Drive and Wauluds Bank Drive</b>	<b>40 mph</b>	<b>30 mph</b>
<b>Gypsy Lane</b>	<b>Retail and leisure uses along this road makes it suitable for 30mph controls. Present temporary 30mph restriction seems to work well and be appropriate.</b>	<b>40 mph (though presently temporary 30 mph)</b>	<b>30 mph</b>
<b>Newlands Road</b>	<b>Request from emergency services for speed limit to be reduced. Poor accident record between Luton Road and Church Road.</b>	<b>National Speed Limit</b>	<b>40 mph</b>

10. A plan of the proposed changes to the speed limits and the location of recorded personal injury accidents will be displayed at the Area Committee

### **PROPOSAL/OPTION**

11. The Area Committee can agree with the proposed changes as suggested in the draft review or may suggest alternative changes to speed limits in Luton. Lower speed limits, particularly with associated complimentary measures, can help to reduce accidents.

## **LEGAL IMPLICATIONS**

12. There is a Government requirement to review speed limits on 'A' and 'B' classified roads. A statutory consultation will need to take place before any changes to speed limits can be introduced. These legal implications have been agreed with the relevant solicitor in Legal Services on 17th May 2007.

## **FINANCIAL IMPLICATIONS**

13. The proposed changes to the speed limits can be funded from the Safety Camera Capital allocation and this has been agreed with the Finance Manager on 17th May 2007.

## **LIST OF BACKGROUND PAPERS**

### **LOCAL GOVERNMENT ACT 1972, SECTION 100D**

14. Executive, Speed Management Strategy, 10<sup>th</sup> April 2006