

**CABINET – 14 SEPTEMBER 2018****BEVERIDGE LANE, ELLISTOWN – SPEED LIMIT****REPORT OF THE DIRECTOR OF ENVIRONMENT AND TRANSPORT****PART A****Purpose of the Report**

1. The purpose of this report is to seek approval for the implementation of a developer-funded Traffic Regulation Order (TRO), planning application number 16/00099FULM, as part of the newly built Amazon site off Beveridge Lane, Ellistown (North West Leicestershire). The effect of the TRO would be to maintain the existing national speed limit of 60mph.

**Recommendation**

2. It is recommended that the Traffic Regulation Order associated with the Beveridge Lane, Ellistown development, as shown on drawing no.TM4445 appended to this report, be approved for implementation.

**Reason for Recommendation**

3. The introduction of street lighting along a road will normally make it subject to a 30 mph speed limit but in this instance it is considered that it would be more appropriate to retain the national 60 mph speed limit. In such circumstances it is necessary to make a Traffic Regulation Order (TRO) to de-restrict the route.
4. TROs are usually determined by the Director of Environment and Transport but in this case the local member does not support the proposal so it has been referred to the Cabinet.

**Timetable for Decisions (including Scrutiny)**

5. Subject to the Cabinet's approval, the making and implementation of the TRO will be made on 22<sup>nd</sup> October 2018 as all works on-site are complete.

**Policy Framework and Previous Decisions**

6. The scheme contributes to the delivery of Local Transport Plan 3 (LTP3) and the priorities of safety and quality of life.
7. In March 2000, the Cabinet authorised the Director of Environment and Transport to overrule objections to TROs, provided that the proposed order had the support of the appropriate local Member(s), and that the Cabinet Lead

Member was in agreement. Where support is not forthcoming, the matter should be referred to the Cabinet for determination.

8. Having considered the proposal, the local Member, Mr. M. B. Wyatt CC has indicated that he cannot support the TRO, which is therefore being referred to the Cabinet for determination.

### **Resource Implications**

9. There are no resources implications arising from the recommendations in this report. The cost of processing the TRO (estimated at £5,000) will be funded by the developer in full. An additional cost to the County Council of £300 has been occurred for the report to be considered by Cabinet.

### **Circulation under the Local Issues Alert Procedure**

Mr. M. B. Wyatt CC

### **Officers to Contact**

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## **PART B**

### **Background**

10. In October 2015, a planning application (application no.16/00099/FULM) was made to North West Leicestershire District Council for the development of the newly built Amazon site at Ellistown. The application was approved in May 2016 and in accordance with Section 278 of the Highways Act 1980 (which allows developers to carry out works to the public highway where a development requires it) this included a new site access and roundabout to widen the carriageway to facilitate staff access as well as to formalize a HGV access at the roundabout.
11. The design of the new roundabout is in accordance with the specifications for the existing national speed limit which was agreed with the County Council, as the Highway Authority, prior to construction.
12. As part of the development, the developer has installed street lighting. This normally dictates that the length of road is subject to a 30 mph speed limit. However in this instance, it is considered that the national speed limit is more appropriate; the environment has not changed significantly, and the site is in a predominantly rural area with a single junction onto Beveridge Lane alongside the new roundabout.
13. Where roads have street lighting but it is not intended that they should be subject to a 30 mph speed limit it requires the Highway Authority (the County Council) to introduce a TRO to de-restrict and retain the existing national speed limit (60 mph).
14. In making TROs the Council has a duty (under the Road Traffic Regulation Act 1984) to secure the expeditious convenient and safe movement of traffic. The recommendation in this report is aimed at improving highway visibility and safety in accordance with this requirement.

### **Consultation**

15. The Traffic and Signals Team carried out a public consultation on the proposed TRO from 3 March 2017 to 24 March 2017. The scheme was advertised in the local press and on Leicestershire County Council's website. A copy of the proposal was made available for inspection at North West Leicestershire District Council offices for the consultation period.

16. There were eight responses arising from the consultation:-

Consultee	Response	
	General agreement /no adverse comments received	Does not support the proposals
North West Leicestershire District Council	1	1
Mr M B Watt CC		
Ellistown & Battleflat Parish Council	1	
Leicestershire Police	1	
East Midlands Ambulance Service	1	
Leicestershire Fire & Rescue Service	1	
Road Haulage Association	1	
Freight Transport Association	1	
<b>TOTAL</b>	<b>7</b>	<b>1</b>

### **Objections**

17. The Parish Council objected to the TRO as it believes the speed limit should be 30mph, on the grounds that the possible increase in pedestrian and cyclist activity associated with the development could create traffic safety concerns, including speeding issues. It considered that vehicles were already speeding on Beveridge Lane and through Ellistown. (The Parish Council also raised concerns over the access to a woodland walk area and the siting of two new bus stops along Beveridge Lane - matters which are not relevant to the proposal in this report).

### **Highway Authority Comments**

18. Recent accident data shows one serious accident recorded within the last five years, which is below the national average for this type of road. That accident was not attributed to speeding issues. Current speed data for Beveridge Lane shows that the mean speeds are 49.3 mph westbound and 43.2 mph eastbound.

19. It is acknowledged that the Amazon development will lead to greater use of Beveridge Lane, including by pedestrians and cyclists. Improvements to the new road layout, including enhanced walking and cycling facilities away from the main carriageway, aim to ensure the safety of all road users.

### **Conclusion**

20. The proposed TRO is in accordance with the Department for Transport guidance for Speed limits and Orders.

21. The national speed limit of 60mph is appropriate for the rural environment and will give a consistent limit from the A511 through Bardon Industrial Estate. The existing changeover point from national speed limit to 30mph for Ellistown is considered to be in the correct location (at the edge of the village). Unrealistic speed limits can have negative effects in terms of driver compliance and result in higher speeds as drivers become frustrated and overtake.

### **Equality and Human Rights Implications**

22. There are no equality or human rights implications arising from this report.

### **Background Papers**

Local Transport Planning in Leicestershire 2011-2016: Leicestershire Local Transport Plan 3 Link:

[http://www.leics.gov.uk/index/highways/transport\\_plans\\_policies/ltp/current\\_transport\\_plans.htm](http://www.leics.gov.uk/index/highways/transport_plans_policies/ltp/current_transport_plans.htm)

### **Appendix**

Drawing no.TM4445 – Beveridge Lane, Ellistown

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