

Dear Councilors /Southwell Parish Council

I would be grateful if Southwell Parish Council would consider giving a donation to Lancaster Bomber Airplane Sculpture by having you ask this question at your next Council meeting.

The Bomber County Gateway Trust; is a registered charity and a group of passionate Lincolnshire-based people whose aim is to bring this iconic landmark to life, which will mark the historic link that Lincolnshire and Nottinghamshire shared with RAF Bomber Command during the Second World War. <https://www.bombergatewaytrust.co.uk/>

The landmark will be a steel representation of the iconic Lancaster Bomber and will be built on the high ground off the A46 at Norton Disney. Rivalling the Angel of the North in both size and status, On Freedom's Wings will be seen by 34,000 passing motorists each day.

Cheques can also be made payable to Bomber County Gateway Trust and posted to: Bomber County Gateway Trust, Hill Holt Farm, Norton Disney, LN6 9JP

I want to ask this question would you consider supporting The Lancaster Bomber to Be Constructed on the A 46 At Norton Disney Near Newark "On Freedom's Wings" Let's Make This A Reality? The Lancaster Bomber Sculpture, This Will Be Much Bigger Than The Angel Of The North. It Will Be Seen By More Than 34.000 Drivers Every Day On The A46 - Still Badly Needs Fundraising To Make This Dream Come True.

This will mark the historic link between Nottinghamshire and Lincolnshire shared with RAF Bomber Command during the second world war. Over the last few years with materials, particularly steel, soaring in price has very much, efforted this major and fantastic project ever gets finished.

This landmark on the border of Nottinghamshire and Lincolnshire is significant.

"On Freedom's, Wings" I Am Very Happy To Do A Skydive and Parachute Jump With Your Support.  
" Anyone can donate to me on my Justgiving page.

<https://www.justgiving.com/page/laurence-goff-1688905419640>

[Bomber County Gateway Trust - JustGiving](#)

## District Council Report July 2023

### New Waste Disposal Service

A new trial scheme has launched in Newark and Sherwood to give small traders a new disposal option for their waste.

The scheme has been developed by Veolia in partnership with Nottinghamshire County Council and Newark and District Council to provide small traders with a cost effective way to dispose of their waste and increase the number of available outlets for this type of waste in the area.

The pilot will run from March 2024 at Veolia's Waste Transfer Station on Brunel Drive in Newark. Small traders will be able to dispose of their on-recyclable waste for a competitive fee with no minimum load charge - something which is currently viewed as one of the main obstacles to traders responsibly disposing of their waste.

Small traders will also be able to dispose of cardboard free of charge.

Bookings for this service will be made on line and it is hoped it will lead to a decrease in fly-tipping.

### Cabinet

There has been a recent Cabinet reshuffle with the number of Portfolios increasing from 5 members to 8 members.

This will come at an increased cost to the taxpayer.

### Planning

At the second meeting of the planning committee we considered an application to construct a Battery Energy Storage System located in Staythorpe.

A site meeting was undertaken prior to the start of the committee.

The meeting was well attended by local residents, around 50 people sat with banners protesting against the project.

The very thorough presentation, with numerous slides and montages, lasted an hour.

The application was unanimously rejected.

Cllr Penny Rainbow

Ward Member Southwell

[illegible]

Signature 1

Date \_\_\_\_\_

Signature 2

Date \_\_\_\_\_

## Guidance

### **Setting local speed limits**

Updated 18 January 2013

Department for Transport Circular 01/2013

January 2013

## **SECTION 1. INTRODUCTION**

### **Key points**

Speed limits should be evidence-led and self-explaining and seek to reinforce people's assessment of what is a safe speed to travel. They should encourage self-compliance. Speed limits should be seen by drivers as the maximum rather than a target speed.

Traffic authorities set local speed limits in situations where local needs and conditions suggest a speed limit which is lower than the national speed limit.

This guidance is to be used for setting all local speed limits on single and dual carriageway roads in both urban and rural areas.

This guidance should also be used as the basis for assessments of local speed limits, for developing route management strategies and for developing the speed management strategies which can be included in Local Transport Plans.

Traffic authorities are asked to keep their speed limits under review with changing circumstances, and to consider the introduction of more 20 mph limits and zones, over time, in urban areas and built-up village streets that are primarily residential, to ensure greater safety for pedestrians and cyclists, using the criteria in Section 6.

This guidance applies to England.

## **SECTION 6: URBAN SPEED LIMITS**

## Key points

Speed limits in urban areas affect everyone, not only as motorists, but as pedestrians, cyclists and residents. As well as influencing safety they can influence quality of life, the environment and the local economy.

Traffic authorities are encouraged to adopt the Institution of Highways and Transportation's urban safety management guidelines [\[footnote 5\]](#) (see IHT, 2003), in which road hierarchies are adopted that reflect a road's function and the mix of traffic that it carries.

The national speed limit on street lit roads is 30 mph.

Traffic authorities can, over time, introduce 20mph speed limits or zones on major streets where there are – or could be - significant numbers of journeys on foot where pedal cycle movements are an important consideration, and this outweighs the disadvantage of longer journey times for motorised traffic.

This is in addition to residential streets in cities, towns and villages, particularly where the streets are being used by people on foot and on bicycles, there is community support and the characteristics of the street are suitable.

Where they do so, general compliance needs to be achievable without an excessive reliance on enforcement.

Roads suitable for a 40 mph limit are generally higher quality suburban roads or those on the outskirts of urban areas where there is little development. Usually, the movement of motor vehicles is the primary function.

In exceptional circumstances, 50 mph limits can be implemented on special roads and dual carriageways, radial routes or bypasses where the road environment and characteristics allow this speed to be achieved safely.

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### From 20 is plenty

For a 20mph limit to be enforceable there are 4 requirements :-

#### **1. A relevant Traffic Regulation Order**

All speed limits, other than those on restricted roads, should be made by order under Section 84 of the Road Traffic Regulation Act 1984. Any speed limits below 30 mph, other than 20 mph limits or 20 mph zones, require individual consent from the Secretary of State. Unless an order has been made and the road is signed to the contrary, a 30 mph speed limit applies where there is a system of street lighting furnished by means of lamps placed not more than 200 yards apart.

Note that there are no regulations regarding how to set a local speed limit. However, the Dept for Transport does provide guidance and this is available [here](#)

Hence the Traffic Authority must make a Traffic Regulation Order to set the speed limit at 20mph. This includes publishing the order so that those affected may object if they wish.

#### **2. Appropriate signing**

In order that drivers are aware of the changed speed limit then the appropriate signage must be provided. These are regulations and must be adhered to. The regulations are slightly different for 20mph zones and limits but both must include the appropriate boundary signs where speed limits change and any point in the limit must be no further than 50m from a repeater sign, roundel or physical calming device. Note that since 2016 the frequency of repeater signs has been at the discretion of the Traffic Authority.

### **3. Length of road, sighting, equipment**

In order for the police to enforce a limit then they require a clear distance for them to observe drivers and for drivers to see them. This may make certain sites less suitable for speed detection. Different measurement equipment are available. Whilst in the past some "radar" based speed detectors were not approved for use below 30mph, most forces have "laser" type devices that are fully approved for use at 20mph.

### **4. A Police Force that is willing to enforce**

This may seem obvious, and whilst police are becoming far more supportive of 20mph limits and their enforcement, it is clear that in some forces there is a reluctance to enforce. This may be as a result of individual police not understanding the law or a reluctance to commit resources. However as long as the above three conditions have been met then there is nothing to prevent action by the police.

Recently the Association of Chief Police Officers has re-iterated the fact that 20mph speed limits are enforceable and where the limit is clearly marked (ie meeting signage regulations) then any offenders may be prosecuted. The police have also developed the option of speed awareness courses for those exceeding 24mph in a 20mph limit and these may be an option in some forces. Fixed Penalty Notices and prosecutions can also be used. In addition "light touch" enforcement can also be used which merely constitutes a reprimand/talk rather than anything more formal.

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### 20mph is Plenty

With Notts County Council dithering over 20mph roads, Southwell Town council should be proactive over the speed limits on Kings Street and Queens Street, looking at the campaign of '20 is Plenty'. To this end I propose that we purchase four 20 mph signs to install on posts as a starting point to this idea.



Signs can be purchased from 'Safety Sign Warehouse' 300mm dia on 3mm reflective bond are £17.10 incl vat. Pairs of post fittings come in around £6.

An in house board backing with 20 is plenty could be added.

Written by Steve Perry