

Report to the Cabinet Member for Highways and Transport
Report submitted by: Interim Executive Director for Environment
Date: 11 November 2013

Part I

Electoral Division affected:
South Ribble Rural West

Proposed 20mph Speed Limit Order in the New Longton Area of New Longton, South Ribble Borough
(Appendices 'A' and 'B' refer)

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Executive Summary

Approval is sought for the introduction of a 20mph speed limit order in the New Longton area of New Longton, South Ribble Borough following the receipt of objections during the statutory period of public consultation.

Recommendation

The Cabinet Member for Highways and Transport is asked to give approval for the introduction of a 20mph speed limit order in the New Longton area of New Longton, South Ribble Borough as set out in the report, in the schedule attached at Appendix 'A' and shown on the attached plan (Appendix 'B').

Background and Advice

The Local Transport Plan 2011/21 identifies investment in the safety of our children and young people to reduce the numbers involved in accidents on our streets, particularly in our disadvantaged communities, as amongst the top priorities of the Plan. The roll out of 20mph schemes across residential areas in Lancashire where these speed reduction measures can be accommodated and consistent with the free movement of traffic on the highway network is a key proposal within the Plan.

This scheme proposes the creation of a 20mph speed limit in the New Longton area of New Longton, South Ribble Borough. A schedule setting out those streets that will be subject to the proposed 20mph limit is attached at Appendix 'A' and is also shown on the attached plan (Appendix 'B').

Consultations

The proposal was advertised between 1 February 2013 and 15 March 2013.

South Ribble Borough Council, Lancashire Constabulary, Lancashire Ambulance Service, Lancashire Fire and Rescue Service, Local Cycling Representatives and Local Members were consulted. No adverse comments were received from the former County Councillor for South Ribble Rural West.

An email has since been received from the current County Councillor for South Ribble Rural West indicating his support for the proposal.

An email was received from a local resident indicating objection to the proposal for the following reasons:

- 1) The speed restriction signs at the junction of Sheep Hill Lane and Long Moss Meadows with Long Moss Lane show 30mph on to Long Moss Lane. This lane is not speed restricted. The sign should therefore be for the national speed limit.
- 2) It is unnecessary to include The Vinery and Park Avenue in the 20mph scheme. It would hardly be possible to exceed 20mph on these roads due to their length and curvature.
- 3) The proposal also shows that no reminder signs are to be provided for traffic proceeding towards the respective main road on the 2 roads named above, indicating that excess speed is not anticipated in that direction.
- 4) Any driver proceeding towards the main road whilst on Long Moss Meadows, Spinney Close and South Avenue would not see a 20mph reminder sign. Should they not be provided for that direction?

County Council's Response to the Objections:

- 1) The plan which was included within the consultation period incorrectly showed 30mph terminal signs being used at the junctions highlighted by the consultee. The consultee is correct that the signs should have been showing the derestricted speed limit and these signs will be erected once the proposal is approved for construction. The plans have been amended and the correct speed limit is now displayed in the plan attached at Appendix 'B'.
- 2) 20mph speed limits have been proposed on any road with a length greater than 100metres taking into account various other characteristics of the road. For this reason The Vinery and Park Avenue have been included within the proposal for a 20mph speed limit as both roads exceed 100metres in length and were deemed suitable for a 20mph speed limit.
- 3) 20mph repeater signs are not introduced on roads with lengths less than 200metres unless deemed appropriate given the road profile. The Vinery and Park Avenue have lengths of less than 200metres and it was not deemed appropriate to introduce repeater signs on these roads.
- 4) This has been answered in part by response 3. The 3 roads listed by the consultee have lengths of less than 200metres and it was felt there was no need to introduce repeater signs.

Implications:

This item has the following implications, as indicated:

Risk management

Although there can be no guarantee that all vehicles will travel at or below 20mph, it is anticipated that a reduction in the speed limit would influence the speed of the majority of vehicles and enhance road safety.

The 20mph speed limit programme is sign only and in order to embed the principle of driving at no more than 20mph in residential areas and outside all schools as normal behaviour a multi-agency approach is required to engage with communities through a range of activities, including:

- Undertaking speed surveys
- Liaison with Lancashire Constabulary regarding Community RoadWatch:
 - With the aim of establishing working partnerships between Lancashire Constabulary and local communities to address road safety concerns and reduce road casualties.
 - The Community RoadWatch activity is designated as an educational activity and not as police enforcement.
 - Community RoadWatch primary focuses on drivers exceeding the speed limit but also targets drivers using mobile phones and drivers and passengers failing to wear seat belts and/or child restraints.
- Promotion of 20mph speed limits through school based activities,
- Police and Communities Together (PaCT) meetings,
- Parish Council meetings to understand community concerns and develop responses appropriate to that area,
- Support for the Healthy Streets initiative,
- Liaison with Public Realm Teams regarding the deployment of Speed Indicator Display Signs (SpIDS)
- Lancashire Constabulary will take necessary enforcement action if deemed necessary

Financial

The scheme would be funded from the resources set aside in the Directorate's 2013/14 Capital Programme for 20mph Areas at an estimated cost of £4,200

List of Background Papers

Paper	Date	Contact/Directorate/Tel
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Nil.

Reason for inclusion in Part II, if appropriate

N/A.