

Lancashire County Council
Scheme of Delegation to Chief Officers – Key Decisions

Interim Executive Director for Environment

The following action is a Key Decision taken by the Chief Officer under authority delegated by a Cabinet Member, the Cabinet, a Council Committee or the Scheme of Delegation to Chief Officers as approved by the Full Council.

Part I

Electoral Division affected:
See Background and Advice

Proposed 20mph Speed Limit Amendment Order Covering Various Areas throughout Lancashire
(Appendix 'A' refers)

Contact for further information:
Eric Grubb, 01772 536758, Environment Directorate,
eric.grubb@lancashire.gov.uk

Executive Summary

Approval is sought for the introduction of a 20mph Speed Limit Order in order to remove any potential ambiguities in the information contained in the original Orders and to ensure consistent wording in 20mph Speed Limit Orders throughout Lancashire.

Authority to take this decision has been delegated to the Interim Executive Director for Environment by the Cabinet Member for Highways and Transport.

This is deemed to be a Key Decision and the provisions of Standing Order No 25 have been complied with.

Decision to be taken

The Interim Executive Director for Environment is asked to give approval for the proposed 20mph Speed Limit Amendment Order as set out in the report and in the schedule attached at Appendix 'A'.

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 where they are

consistent with the free movement traffic on the highway network is a key proposal within the Plan.

The above named Order is being introduced by Lancashire County Council in order to remove any potential ambiguities in the information contained in the original Orders and to ensure consistent wording in 20mph Speed Limit Orders throughout Lancashire.

The Electoral Divisions affected are the following:

Amounderness; Bamber Bridge and Walton-le-Dale; Burnley Central West; Burnley South West; Chorley East; Chorley North; Chorley Rural East; Chorley Rural North; Chorley Rural West; Chorley South; Chorley West; Farington; Fylde East; Fylde South; Garstang; Great Harwood; Lancaster Central; Lancaster East; Lancaster Rural East; Lancaster Rural North; Leyland Central; Morecambe North; Pendle Central; Pendle East; Penwortham North; Penwortham South; Preston Central North; Preston Central South; Preston East; Preston North East; Preston North West; Preston South East; Preston West; Ribble Valley North East; Rossendale South; Rossendale West; Skelmersdale Central; Skelmersdale East; Skelmersdale West; Skerton; Thornton Cleveleys North; West Lancashire East; and West Lancashire West.

Consultations

The proposal was advertised between 10 October 2013 and 31 October 2013 and no objections were received.

Borough, City and Parish Councils throughout the county that fall within the areas affected by this proposal have been consulted and no objections have been received. In addition Lancashire Constabulary, Lancashire Ambulance Service, Lancashire Fire and Rescue Service and Local Cycling Representatives have been consulted with no objections received. Lancashire Constabulary has indicated support for the proposal.

County Councillors representing the 43 electoral divisions affected by this proposal have been consulted and no objections have been received. The County Councillors for Morecambe North, Preston East, Lancaster Central and Pendle Central have indicated their support for the proposal.

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

There are no works associated with this proposal as the Speed Limit Orders being amended are already in place; therefore the only costs incurred are advertising costs which are covered by the 20mph capital budget. The advertising costs for this proposal amounted to £4,316.

List of Background Papers

Paper	Date	Contact/Directorate/Tel
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Nil.

Reason for inclusion in Part II, if appropriate

N/A.