

**Decision Session – Executive Member for
Transport and Planning**

7 February 2019

Report of the Corporate Director of Economy and Place

Osballdwick Area 20mph Speed Limit

Summary

1. The purpose of this report is to consider expanding the existing 20mph speed limit in the Osballdwick area to include several through routes that were originally omitted from the 20mph scheme with the aim of reducing the overall number of signs in the area.

Recommendations

2. The Executive Member is asked to consider and approve one of the options 1, 2 or 3.

Reason: To respond to the concerns of local residents relating to vehicle speed and the number of traffic signs in the area.

Background

3. In 2018 a petition was received asking for the removal of the 20mph speed limit (extent of the existing 20mph speed limit shown on the plan in Annex A) due, in part, to the need for what was regarded as an excessive number of traffic signs in the village. The petition was considered by the Executive Member for Transport and Planning at a Decision Session on 15 February 2018. Although this request was turned down, during the presentation of the petition it was suggested that the need for some of the larger signs could be done away with if several other roads were also made 20mph as this would then remove the need for the terminal speed limit signs at each transition point from 20 to 30mph.
4. For a 20mph speed limit to be put in place there needs to be a good expectation that the limit will be self enforcing and this would be considered the case if the mean traffic speed was within a few

miles per hour of the 20mph limit. Speed surveys have therefore been carried out on the roads in question. A summary of each survey is presented in Annex B and the mean speeds are shown on each plan in the Annexes.

5. The mean speed recorded along Tranby Avenue strongly suggests that a 20mph speed limit would fit the self enforcing recommendation. Although no survey was carried out along the Osbaldwick Village or within the new estate to the north the character of these roads would suggest that they too would suit a 20mph limit.
6. The mean speed along Murton Way is around 25mph which is slightly higher than ideal for recommending a 20mph speed limit but there is a distinct change in the road character from rural to village and the mean speed for vehicles leaving the village is lower than for those entering. Hence, there can be a reasonable expectation that if a 20mph speed limit was implemented on Murton lane the actual speeds would reduce by 1 or 2 mph. It would also seem reasonable to include the section of Osbaldwick Lane that covers the front entrance to the church up to its junction with Tranby Avenue.
7. The streets outlined above in paragraphs 5 and 6 if selected as a revised extent of the 20mph speed limit are shown as Option 2 in Annex C.
8. The mean speed along Osbaldwick Lane has been surveyed at 27 to 28mph. On its own this would ordinarily be considered too high to satisfactorily function as a signed only 20mph speed limit. However if Murton Lane and Osbaldwick Village were to become 20mph it would leave a short length of 30mph within the surrounding 20mph streets. The inclusion of this section of Osbaldwick Lane in a revised speed limit is shown in Annex D as Option 3.
9. In terms of the reduction in the need for terminal speed limit signs and poles the table below indicates the estimated number that could be removed depending on the revised extent of the 20mph speed limit.

	Signs	Poles
Option 1 (existing)	0	0
Option 2	33	14
Option 3	37	18

Consultation

10. If a Traffic Regulation Order were to be taken forward there would be the usual statutory consultation process that would have to be progressed.

Options

11. The options available are:
 - Option 1 – To take no further action. This would have no cost.
 - Option 2 – Advertise a 20mph speed limit Traffic Regulation Order to Tranby Avenue, Osbaldwick Village area, the new estate to the north of the village, Murton Lane and a short section of Osbaldwick Lane - see Annex C. The cost of advertising the change to the Traffic regulation order would be in the region of £1000 and the signing changes indicated in the table above would be around £1200 making a total of around £2200.
 - Option 3 – Advertise a 20mph speed limit Traffic Regulation Order to cover the Osbaldwick area shown in Annex D. The cost of advertising the change to the Traffic regulation order would again be in the region of £1000 and the signing changes indicated in the table above would be around £1500 making a total of around £2500.
 - Option 4 – Remove the 20mph Speed Limit from the Osbaldwick area - not recommended. As noted in the previous report in February 2018 signed only 20mph limits generally result in lower traffic speeds. Lower traffic speeds are known to contribute to lower accident rates and reduced accident severity.

Council Plan

12. A council that listens to residents with the use of evidence-based decision making.

Implications

13. **Financial** There is a Local Transport Plan budget allocation available to fund options 2 or 3.

Human Resources (HR) There are no HR implications

Equalities There are no equalities implications

Legal There are no legal implications

Crime and Disorder There are no crime and disorder implications

Information Technology (IT) There are no IT implications

Property There are no property implications

Other There are no other implications

Risk Management

14. There are no risk management implications.

Contact Details

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Report ✓ 24.01.19
Approved

Specialist Implications Officer(s) N/A

Wards Affected: Osbaldwick and Derwent Ward

For further information please contact the author of the report

Background Papers: None

Annexes:

Annex A Extent of the existing 20 and 30mph speed limits
Annex B Summary of the speed surveys carried out
Annex C Plan showing the extent of Option 2
Annex D Plan showing the extent of Option 3