
**Decision Session Executive Member for
Transport**

24 October 2019

Report of the Corporate Director of Economy and Place

Osballdwick Area 20mph Speed Limit

Summary

1. The purpose of this report is to re-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 option 3 for progressing to the formal Traffic Regulation Order process.

Reason: To respond to the concerns of local residents relating to vehicle speed and the number of traffic signs in the village area and to reduce the future ongoing maintenance costs due to the removal of so many signs and poles.

Background

3. This issue was considered in February this year and at that time there was a moratorium on the implementation of 20mph speed limits. However following the change in the Council's Administration after the elections one of the local ward members has asked that this matter be re-considered.
4. 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 15th 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 removed 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.

5. 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.
6. 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.
7. 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.
8. The streets outlined above in paragraphs 6 and 7 if selected as a revised extent of the 20mph speed limit are shown as Option 2 in Annex C.
9. 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.
10. 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. Whilst there is an initial cost to removing the signs and poles these costs

can be recovered over a few years due to reduction in the need for maintaining the items and replacement costs.

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

Consultation

11. 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

12. The options available are:

- Option 1 – To take no further action. This would have no immediate cost. This is not the recommended option.
- 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. Although a reasonably good option this is not the recommended option because it leaves an odd length of 30mph on Osbaldwick Lane.
- 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. This is the recommended option because it achieves the most in terms of reduced speeds, impact on the village streetscape and future maintenance costs.

Council Plan

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

Implications

14. **Financial** It is anticipated that funding for the delivery of a change to the 20mph limit could be accommodated within the Speed Management block allocation in the 2019/20 Capital Programme subject to prioritisation against other potential schemes within the Capital Programme.

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

15. There are no risk management implications.

Contact Details

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**Report
Approved**

Specialist Implications Officer(s) N/A

Wards Affected: Osbaldwick

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