

Delegated Decision

23 MAY 2019

TRAFFIC REGULATION ORDER

Ordinary Decision/Key Decision No.



**Report of REGENERATION AND LOCAL SERVICES
BRIAN BUCKLEY – STRATEGIC HIGHWAYS MANAGER**

Electoral division(s) affected:

Thornley

Purpose of the Report

To consider the introduction of a Traffic Regulation Order (TRO) to create a 20mph speed limit/zone within the new residential development at Thornley on behalf of LCC Bell Developments LTD.

Recommendation

It is recommended that a scheme to introduce a 20mph speed limit/zone is progressed in accordance with Department for Transport guidance, the Council's 20mph Speed Limit Policy and Planning Consent requirements.

Background

The Council's 20mph Speed Limit Policy allows for the implementation of 20mph speed limits/zones within new housing developments that have been granted planning consent after April 2016, where funding will have been made available by the developer to satisfy conditions/informatives within the respective planning consent.

The reduction in speed limit from 30mph to 20mph within the residential areas to which the draft TRO relates has been fully considered in line with the Council's Policy and the introduction of the 20mph speed limit/zones satisfies the Department for Transport's guidance on the setting of local speed limits and therefore being in accordance with the Council's 20mph Speed Limit Policy.

The DfT guidance recommends the use of 20mph speed limit zones on roads where traffic calming measures are present and therefore the road layout is self-evident to the motorist and self-enforcing. Additionally, 20mph speed limits can be introduced on roads which are not physically traffic calmed where traffic surveys have shown that 'mean average' speeds are below 24mph.

The roads on which this 20mph speed limit/zone is proposed comprises the function of a residential estate road. The Council's 'Highway Design Guide for Residential Developments - 2014' requires that residential roads should be designed and constructed to achieve a design speed of 20mph by virtue of the road layout, geometry and physical features. The addition of a 20mph speed limit will help to improve overall road safety, thus creating a safer environment for pedestrians and cyclists.

Nationally, research has found clear evidence that lower traffic speeds reduce collisions and casualties. Collisions occur less often and when they do happen, there is less risk of a serious or fatal injury. The introduction of 20mph speed limits/zones elsewhere across the UK have also provided additional benefits including health improvements through increased walking and cycling, as well as quality of life and community benefits.:

Options

N/A

Conclusion

It is recommended to progress to advertising of the Traffic Regulation Order and subject to satisfactory consultation, proceed to seal the Traffic Regulation Order.

From time to time consolidation of orders may be required following amendment of an Order. If this is considered necessary, then this Authority may be used for the advertising and sealing of both Orders.

Contact: SEAN VENTRESS

Tel: 03000 261020

Appendix 1: Implications

Legal Implications

The Council has the power as the local Highway Authority to introduce 20mph speed limits under the Road Traffic Regulation Act 1984 (as amended) by making Traffic Regulation Orders.

Finance

To be funded by the developer.

Consultation

N/A.

Equality and Diversity / Public Sector Equality Duty

It is considered that there are no Equality and Diversity issues to be addressed.

Human Rights

N/A.

Crime and Disorder

N/A.

Staffing

To be carried out by the Traffic Asset Team.

Accommodation

N/A.

Risk

There may be objections to the scheme following consultation which will need to be considered through the TRO process.

Procurement

The Scheme will be delivered by existing DCC Staffing.