

## Highways Committee

8<sup>th</sup> October 2015



### **A689 Western Approach to Stanhope 40mph Speed Limit - Update**

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#### **Report of Terry Collins, Corporate Director Neighbourhood Services**

**Councillor Brian Stephens, Cabinet Portfolio Holder for Neighbourhoods and Local Partnerships**

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#### **Purpose of the Report**

- 1 To update Members on changes to the speed limit on the A689 at the Western Approach to Stanhope, which Committee endorsed on the 21<sup>st</sup> November 2014.

#### **Background**

- 2 Highways Committee endorsed the proposal to introduce a 40mph "buffer zone" in place of a 30mph speed limit on the western approach to Stanhope and associated changes to the speed limit in the vicinity of Horn Hall, as shown on the plan in Appendix 2.
- 3 Officers were asked to update Committee at a future date on the effectiveness of the changed speed limit, following introduction of the 40mph buffer zone.
- 4 The Committee heard a representation from a local resident of 'Horn Hall' who expressed concerns that increasing the speed limit to 40mph would have the effect of increasing vehicular speeds outside of his property located on the B6278. A number of additional representations were made, again expressing concern that increasing the speed limit on the A689 would lead to increased vehicular speeds entering and travelling through Stanhope.
- 5 It was explained at Highways Committee that the Police considered that the 30mph speed limit at the western approach to Stanhope, was not credible for the environment and did not comply with DfT guidance. As such, they were experiencing a high level of non-compliance.
- 6 Research undertaken by the Department for Transport and similar projects undertaken by the Council has shown that the introduction of credible speed limits can help to decrease vehicular speeds within built-up areas.
- 7 The 40mph "buffer zone" was introduced in June 2015 and the Council have received no concerns or objections to date.

## **Speed Surveys**

- 8** Traffic speed surveys have been undertaken prior to changing the 30mph speed limit, and again after the 40mph buffer zone was introduced, allowing analysis of the overall effectiveness of the changes.
- 9** These speed surveys were undertaken at two locations on the A689, namely on Allerton Bridge; and outside the Town Hall. Also, at two locations on the B6278, that is outside the Community Hospital; and at the start of the speed limit, as per the plan in Appendix 3. The survey results are tabulated in Appendix 4.
- 10** In summarising the traffic speed surveys from the table in Appendix 4, it can be reported that the 'Mean Average Speed' and the '85<sup>th</sup> percentile speed' across the four speed survey locations have resulted in reduced speeds. Additionally, whilst accepting the speed limit is now set at 40mph, there has been a significant reduction in the percentage of vehicles travelling at a speed which contravene the posted speed limit. The need for Police intervention has been reduced.

## **Conclusion**

- 11** The traffic speed survey analysis and lack of concerns/objections since introducing the 40mph buffer zone in place of the former 30mph speed limit suggests improved driver compliance and overall credibility of the speed limit.

## **Background papers**

- 12** Correspondence on Office File

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## **Appendix 1: Implications**

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**Finance** – Cllr Anita Savory AAP Neighbourhood Budget

**Staffing** – None

**Risk** – None

**Equality and Diversity / Public Sector Equality Duty** – None

**Accommodation** – None

**Crime and Disorder** – None

**Human Rights** – None

**Consultation** – Undertaken as part of the original project

**Procurement** – Works delivered by Highway Services

**Disability Issues** – None

**Legal Implications** – The measures are being introduced in accordance with the current legislation.