

PLANNING AND TRANSPORTATION REGULATORY PANEL		PART 1 (OPEN TO THE PUBLIC)
		ITEM NO
SUBJECT: TRAFFIC REGULATION ORDER - SALFORD CITY COUNCIL (HILTON LANE)(INTRODUCTION OF NEW 20MPH SPEED LIMIT) ORDER 2009		OPERATIONAL MATTER
JOINT REPORT OF THE STRATEGIC DIRECTOR OF SUSTAINABLE REGENERATION AND STRATEGIC DIRECTOR.		FOR DECISION

1. Purpose of Summary/Report:

This report sets out objections to the proposed introduction of a new 20mph speed limit at Hilton Lane, Walkden together with the Strategic Director of Sustainable Regeneration comments thereon.

2. Recommendations:

The Committee are asked to consider whether, in the light of the objection received, the Order should be:-

- (i) introduced as proposed, or
- (ii) amended, or
- (iii) withdrawn

It is the recommendation of the Strategic Director of Sustainable Regeneration that the proposal be introduced as proposed.

IF YOU HAVE ANY QUERIES PLEASE CONTACT Mr P. Pearson 0161-793-3122	BACKGROUND DOCUMENTS (Available for public inspection) Statement of Reasons; correspondence from the Objector; plan outlining the proposals.
QUALITY CONTROL	Report prepared by: Mr. P Pearson Reviewed by:
Customer & Support Services Directorate, Law and Administration Division, Salford Civic	

3. Routing:

To Planning and Transportation Regulatory Panel on
21st August 2008

4. Implications:

- | | | |
|-----|----------------------------------|---|
| 4.1 | Resources (Finance/Staffing): | Funded from current Highways Revenue Allocation |
| 4.2 | Strategy and Performance Review: | No implications. |
| 4.3 | Environmental: | No implications. |
| 4.4 | Equal Opportunities: | No implications. |
| 4.5 | Anti Poverty | No implications |

5. Background

- 5.1 On the 21st August 2008 the Director of Housing and Planning gave approval to advertise the intention to introduce a new 20mph subject to no objections being received.
- 5.2 The Director of Sustainable Regeneration initial proposals were/are to introduce a new 20mph speed limit. Attached for the panel's convenience are plans and a copy of the notice placed in the Salford Advertiser on the 13th November 2008.
- 5.3 Four objections to the proposal have been received,

6. Details

The following Objections have not been withdrawn.

Brief details of each objection are as follows:-

Objector 1

A letter was received from Objector 1 undated objecting to the proposals on the following grounds :-

1. Existing traffic calming measures introduced in 2001 are ineffective and an increase in accidents since the introduction.
2. Increased traffic and parking on Hilton Lane owing to a new school development.

The Strategic Director of Sustainable Regeneration replied as follows : -

As part of the planning conditions associated with Harrop Fold School it was required that a suitable travel plan be submitted to the highway authority for approval. This is to include provision for a safer routes to school scheme. As stated in paragraph 3.2.15 of the local transport note 01/07, 20 mph zones are appropriate where large concentrations of pedestrians are expected and on routes to and from schools, and as such 20 mph zone was included as part of the travel plan and a preliminary design submitted. Following consultations with the emergency services and public transport provider's revisions were made and the scheme advertised as required.

One of the requests made by the police was that any 20mph zone be self enforcing this means that there would be a requirement for traffic calming measures to be located within 60 - 70m of each other.

Paragraph 3.2.15 of local transport note 01/07 states that 20mph zones are appropriate where large concentrations of pedestrians are expected and on routes to and from schools. The effectiveness of 20mph zones can be summarised as follows:

A review of the first 230 zones in England, Wales and Scotland (Webster & Mackie, 1996) indicated that average speeds reduced by 9mph, annual accident frequency fell by 60% the overall reduction in child accidents was 70% and there was an overall reduction in accidents involving cyclists on 29%. Traffic flow in the zones was reduced on average by 27%, but flows on the surrounding roads increased by 12%. There was generally little measured accident migration to surrounding roads.

Since the initial traffic calming scheme was introduced on Hilton Lane there has been a decrease in road traffic accidents as shown by the stat's 19 data reported to the highway authority and as such traffic calming on Hilton Lane is seen as an effective road safety measure.

Objector 2

A letter was received from Objector 2 undated objecting to the proposed order on the following grounds : -

1. Traffic flow

The Strategic Director of Sustainable Regeneration replied as follows : -

As part of the planning conditions associated with Harrop Fold School it was required that a suitable travel plan be submitted to the highway authority for approval. This is to include provision for a safer routes to school scheme. As stated in paragraph 3.2.15 of the local transport note 01/07, 20 mph zones are appropriate where large concentrations of pedestrians are expected and on routes to and from schools, and as such 20 mph zone was included as part of the travel plan and a preliminary design submitted. Following consultations with the emergency services and public transport provider's revisions were made and the scheme advertised as required.

One of the requests made by the police was that any 20mph zone be self enforcing this means that there would be a requirement for traffic calming measures to be located within 60 - 70m of each other.

Paragraph 3.2.15 of local transport note 01/07 states that 20mph zones are appropriate where large concentrations of pedestrians are expected and on routes to and from schools. The effectiveness of 20mph zones can be summarised as follows:

A review of the first 230 zones in England, Wales and Scotland (Webster & Mackie, 1996) indicated that average speeds reduced by 9mph, annual accident frequency fell by 60% the overall reduction in child accidents was 70% and there was an overall reduction in accidents involving cyclists on 29%. Traffic flow in the zones was reduced on average by 27%, but flows on the surrounding roads increased by 12%. There was generally little measured accident migration to surrounding roads.

Since the initial traffic calming scheme was introduced on Hilton Lane there has been a decrease in road traffic accidents as shown by the stat's 19 data reported to the highway authority and as such traffic calming on Hilton Lane is seen as an effective road safety measure.

Objector 3

A letter was received from Objector 3 dated the 3rd December 2008 objecting to the proposed order on the following grounds : -

1. Proposals inadequate and 'potentially lethal'
2. Issues of congestion and disruption.

The Strategic Director of Sustainable Regeneration replied as follows : -

As part of the planning conditions associated with Harrop Fold School it was required that a suitable travel plan be submitted to the highway authority for approval. This is to include provision for a safer routes to school scheme. As stated in paragraph 3.2.15 of the local transport note 01/07, 20 mph zones are appropriate where large concentrations of pedestrians are expected and on routes to and from schools, and as such 20 mph zone was included as part of the travel plan and a preliminary design submitted. Following consultations with the emergency services and public transport provider's revisions were made and the scheme advertised as required.

One of the requests made by the police was that any 20mph zone be self enforcing this means that there would be a requirement for traffic calming measures to be located within 60 - 70m of each other.

Paragraph 3.2.15 of local transport note 01/07 states that 20mph zones are appropriate where large concentrations of pedestrians are expected and on routes to and from schools. The effectiveness of 20mph zones can be summarised as follows:

A review of the first 230 zones in England, Wales and Scotland (Webster & Mackie, 1996) indicated that average speeds reduced by 9mph, annual accident frequency fell by 60% the overall reduction in child accidents was 70% and there was an overall reduction in accidents involving cyclists on 29%. Traffic flow in the zones was reduced on average by 27%, but flows on the surrounding roads increased by 12%. There was generally little measured accident migration to surrounding roads.

Since the initial traffic calming scheme was introduced on Hilton Lane there has been a decrease in road traffic accidents as shown by the stat's 19 data reported to the highway authority and as such traffic calming on Hilton Lane is seen as an effective road safety measure.

Objector 4

A letter was received from Objector 4 on the 4th December 2008 objecting to the proposed order on the following grounds : -

1. Access for emergency services
2. Vehicle obstruction to private access/driveway.
3. Parking congestion.

The Strategic Director of Sustainable Regeneration replied as follows : -

5.4

The Director of Engineering has considered the objections submitted and his comments are:-

As part of the planning conditions associated with Harrop Fold School it was required that a suitable travel plan be submitted to the highway authority for approval. This is to include provision for a safer routes to school scheme. As stated in paragraph 3.2.15 of the local transport note 01/07, 20 mph zones are appropriate where large concentrations of pedestrians are expected and on routes to and from schools, and as such 20 mph zone was included as part of the travel plan and a preliminary design submitted. Following consultations with the emergency services and public transport provider's revisions were made and the scheme advertised as required.

One of the requests made by the police was that any 20mph zone be self enforcing this means that there would be a requirement for traffic calming measures to be located within 60 - 70m of each other.

Paragraph 3.2.15 of local transport note 01/07 states that 20mph zones are appropriate where large concentrations of pedestrians are expected and on routes to and from schools. The effectiveness of 20mph zones can be summarised as follows:

A review of the first 230 zones in England, Wales and Scotland (Webster & Mackie, 1996) indicated that average speeds reduced by 9mph, annual accident frequency fell by 60% the overall reduction in child accidents was 70% and there was an overall reduction in accidents involving cyclists on 29%. Traffic flow in the zones was reduced on average by 27%, but flows on the surrounding roads increased by 12%. There was generally little measured accident migration to surrounding roads.

Since the initial traffic calming scheme was introduced on Hilton Lane there has been a decrease in road traffic accidents as shown by the stat's 19 data reported to the highway authority and as such traffic calming on Hilton Lane is seen as an effective road safety measure.

A. Westwood
Strategic Director

Anthony Rich
City Solicitor