

March Update 2016

There was an item at Council on 2nd November 2015 where the following two reports were presented for consideration [\(6a\) 20mph report](#) & [\(6b\) 20mph report - key points and options](#). following the 20mph speed limit survey during Summer 2015.

At the meeting Council approved the following motions:

1. "Council accepts the results of the "20mph Have Your Say survey" that there is clear support from the residents of Kendal for mandatory 20mph speed limits on residential roads in Kendal".
2. "Council agrees that the next step is to obtain a robust estimate for the cost of implementing this proposal, and for comparison purposes all of Kendal, so that Council can then properly prioritise this project alongside other projects it would like to implement".
3. "Council instructs the Clerk to ask the Director, People and Places at SLDC whether this robust estimate can be delivered in conjunction with CCC as part of the current Kendal Master Plan".
4. "Council instructs the Chair of the Environment and Highways Committee to bring to the Budget Meeting a request for development fund finance to enable a robust estimate, in conjunction with CCC, to be produced, in case a negative response is received from SLDC".
5. "Council instructs the Clerk to inform the Development Strategy and Housing Manager, SLDC, that the Town Council would like to add this project as a placeholder into the forthcoming revision of the Infrastructure Delivery Plan".

At the Budget meeting of Council on 23 November 2015, Council agreed under motion 4 above to fund a Scoping Study to provide a robust cost for the implementation of a mandatory 20mph speed limit on residential roads in Kendal at a cost of £10,000 in the Financial Year 2016/17. This figure was based on a response received from Cumbria Highways advising on a suitable budgetary figure for a minimal scoping study of £7,000-£10,000.

The original survey was to look at whether vehicles within town should be limited to 20mph.

Many cities and town have introduced 20mph speed limits on their roads. Within Kendal some areas - Rinkfield, Kirkbarrow , Hallgarth and Queens Rd – already have a 20mph mandatory limit, whilst other areas including Castle Estate and Valley Drive have "Twenty's Plenty" advisory limits.

What the Town Council wanted to know was whether we should ask the County Council to extend these existing arrangements.

Any changes to speed limits in Kendal are the responsibility of the County Council, with enforcement from the police. Kendal Town Council does not have the powers to introduce such a scheme. However, the Town Council did want to know whether it should advocate the extension of existing speed reduction schemes.

Did Kendal want:

- **no changes to existing arrangements**
- **a 20mph limit on all roads in the town**
- **a 20mph limit on some roads**
- **and, if the latter, which one(s)?**

Some questions answered

Why are further 20mph schemes being considered for Kendal? How will 20 limits improve Kendal's environment?

20mph limits make traffic flow more smoothly. Less stop/start driving reduces vehicle pollution. Slower top speeds means less traffic noise. Less traffic danger encourages more walking and cycling.

How much safer is 20mph?

The Department for Transport says that on urban roads with low average traffic speeds, any 1mph reduction in average speed can reduce the frequency of collisions by around 6%.

The most recent analysis of the role of vehicle speed in pedestrian fatalities in Great Britain, found that 85% of pedestrians killed when struck by cars or car-derived vans, died in collision that occurred at impact speeds below 40mph, 45% at less than 30 mph and 5% at speeds below 20 mph. (The Royal Society for the Prevention of Accidents - <http://www.rospa.com/>)

A review of accident data in seventy-two 20 mph zones found that road accidents in the zones fell by 61%, and there was no evidence of accident migration onto surrounding roads. (The Royal Society for the Prevention of Accidents- <http://www.rospa.com/>)

Where are the accident hotspots in Kendal?

According to the Police the number of reported accidents - where a vehicle has hit a cyclist or pedestrian - between January 2013 and February of this year are:

Location	Cyclist	Pedestrian
A6, Aynam Road, Burton Road and Windermere Road	10 (50%)	16 (55%)
Secondary like Gillingate & Burneside Road	5 (25%)	3 (10%)
Town Centre Roads like Stramongate		6 (21%)
On Estates	5 (25%)	4 (14%)
Of these, accidents at junction	5 (25%)	7 (24%)

What is the difference between 20mph speed limit scheme and a Twenty's Plenty scheme?

20mph zones are nothing new to Kendal. They have already been introduced in areas such as Rinkfield, Kirkbarrow and Hallgarth.

The Castle estate and Valley Drive are two areas where Twenty's Plenty signs have been introduced. These are 'advisory' indicators of appropriate speed limits and do not carry any threat of enforcement.

Will it take me longer to travel across



Kendal?

It depends on the route you choose and the time of day you are travelling. Car journey times across Kendal aren't just determined by speed limits, they are also influenced by congestion, slowing for junctions and pedestrian crossings, for example. So it is possible that during peak traffic times it will make little difference to journey times whereas at quieter times such as evening it will take a slightly longer. In a trial run by Border TV, the journey across Kendal increased by 2 minutes.

Why not just consider putting them outside schools?

Just 20% of child road casualties occur on the way to and from school nationally – 80% are happening elsewhere in towns. Very few casualties occur outside schools themselves. It is also an expensive option – for the same cost as a school safety zone you can cover a significantly greater number of surrounding streets with a wide area 20mph limit. (<http://www.20splentyforus.org.uk/>)

Which roads are being considered for a scheme?

The consultation included all current 30mph speed limit roads in Kendal. Some towns have residential roads at 20mph, with arterial roads at 30mph. Other towns are 20mph throughout.

What about enforcement?

Willing compliance is much more effective than costly and time-consuming enforcement. Compliance with wide-area limits is achieved through public support, coupled with soft measures including social disapproval, compliant vehicles speed-limiting other traffic, driver education and community speed-watch projects. There is no expectation on the police to provide additional enforcement, beyond current levels; in fact it is possible that successful implementation could support a case for removing speed bumps.

Will this affect bus services?

As part of this process Kendal Town Council will seek the opinion of bus companies to determine whether timetable adjustments would be needed. Within Kendal, buses are often travelling below 20mph for much of their journeys already.