

# KENDAL TOWN COUNCIL

## Notice of Meeting

### ENVIRONMENT & HIGHWAYS COMMITTEE

**Monday, 30<sup>th</sup> November 2020 at 7.30 p.m.  
(Via Zoom)**

#### Committee Membership (9 Members)

Jonathan Owen (Chair)	Eamonn Hennessy (Vice Chair)	Giles Archibald
Susanne Long	Shirley Evans	Julia Dunlop
Jonathan Cornthwaite	Adam Edwards	Chris Rowley

## AGENDA

### 1. PUBLIC PARTICIPATION

Any member of the public who wishes to ask a question, make representations or present a deputation or petition at this meeting should apply to do so before the commencement of the meeting. Information on how to make the application is available on the Council's Website - <http://www.kendaltowncouncil.gov.uk/kendal-town-council/statutory-information/guidance-on-public-participation-at-kendal-town-council-meetings/>. The public are not permitted to speak in other parts of the meeting unless allowed to do so by the chair. Please follow the specific guidelines for Zoom meetings distributed separately.

### 2. APOLOGIES

To receive and accept any apologies. If accepted, apologies will be considered to be for reasons approved by the Council under the terms of the Local Government Act, 1972, s85.

### 3. DECLARATIONS OF INTEREST

**To receive declarations by Members and/or co-optees of interests in respect of items on this Agenda**

*In accordance with the revised Code of Conduct, Members are required to declare any Disclosable Pecuniary Interests (DPIs) or Other Registrable interests (ORIs) which have not already been declared in the Council's Register of Interests. Members are reminded that it is a criminal offence not to declare a DPI, either in the Register or at the meeting. In the interests of clarity and transparency, Members may wish to declare any DPI which they have already declared in the Register, as well as any ORI.*

### 4. MINUTES OF PREVIOUS MEETING

To receive the minutes from the meeting on 29<sup>th</sup> September 2020 and affirm them as a true record (*see attached*).

### 5. TABLE OF RESOLVED ACTIONS

(*see attached*)

### 6. 20MPH

Aim to agree next steps.

### 7. DEVELOPMENT FUND PROPOSALS

(*see attached*)

To consider projects for development funding.

No.	Cllr	Project	Fund Request
1	Owen	Citizens Jury Recommendations Task Force	£5280 over three years
2	Hennessy	Town Centre Defib	£1600
3	Archibald	Belmont Biodiversity Garden	£1000
4	Rowley/	Lancaster Canal Regeneration Partnership	£5,500

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	Blackman		
5	Rowley	Kendal Composting Project	£5,000
6	Owen	Kendal Walking and Cycling Local Infrastructure Plan	£5,000 per year for 3yrs
7	Hennessy	Somervell Garden	£1500
8	Hennessy	Castle Pump Bike Track	£2000
9	Brook/ Cornthwaite	Kendal Flood Relief Scheme, Improved Connectivity Project	£15,000 per year for 2yrs

**8. BURNING RUBBISH**

To seek solutions to this issue

**9. ITEMS FOR THE NEWSLETTER**

- Spring 2021 Edition – deadline 22nd January, publication 1st March (provisional)
- Summer 2021 Edition – deadline 11th June, publication 19th July (provisional)

**10. REVIEW OF SPEND AGAINST BUDGET 2020/21 (see attached)**

**11. DATE OF NEXT MEETING – JANUARY 2021 (TBC)**

***Chris Bagshaw***

*Town Clerk*

By e-mail/post to:      Members of the Committee  
                                   All other Councillors (agenda only, for information)

***Please note that only Committee Members will receive the minutes and attachments, but that other Councillors may request a copy of any agenda papers. Any Councillor who is not a Committee Member may still attend the meeting, as an observer.***

**Members of the Press and Public are welcome to attend the meeting.**

## KENDAL TOWN COUNCIL

### Environment and Highways Committee

**Tuesday 29th September 2020 at 7.30 pm  
(Via Teleconferencing)**

<b>PRESENT</b>	Councillors Jonathan Owen (Chair), Eamonn Hennessy (Vice Chair), Giles Archibald, Susanne Long, Shirley Evans, Jonathan Cornthwaite, Kate Simpson and Chris Rowley
<b>APOLOGIES</b>	Councillor Dunlop
<b>OFFICERS</b>	Helen Moriarty (Project Manager) and Hazel Belshaw (Temporary Council Secretary)
<b>285/20/21</b>	<b>PUBLIC PARTICIPATION</b>  Friends of The Lake District Officer Jack Ellerby for agenda item 6 - Cumbria Dark Skies Project (CDSP) – Saving Our Night Skies Jane Willis for agenda item 7 - Cycle Track Presentation
<b>286/20/21</b>	<b>DECLARATIONS OF INTEREST</b> None
<b>287/20/21</b>	<b>MINUTES OF THE MEETING HELD ON 13TH JULY</b>  The Chairman presented the minutes of the meeting held on 13th July which had been approved by full Council on 3rd August.
<b>RESOLVED</b>	That the minutes of the meeting of the Committee held on 13th July be accepted as a correct record.
<b>288/20/21</b>	<b>MATTERS ARISING</b> (Not on Agenda) None
<b>289/20/21</b>	<b>TABLE OF RESOLVED ACTIONS</b> The Chair presented the table of resolved actions which had been previously circulated. Members noted the actions and no comments were made.
<b>290/20/21</b>	<b>CUMBRIA DARK SKIES PROJECT (CDSP) - SAVING OUR NIGHT SKIES - JACK ELLERBY</b> Jack Ellerby from Friends of the Lake District explained that he was seeking £2,000 funding towards the commission of a lighting engineering consultant(s) to produce a Lighting Audit and Action Plan. After the audit there are plans to run workshops so people can get involved in the project. He advised that he would also approach SLDC for some funding. The funds would be needed for December/January time with a report being available in March 2021. Cllr Archibald confirmed the Locally Important Project (LIP) fund is still open with SLDC. Jack advised he will apply to this fund. Cllr Evans is very supportive of the project. Cllr Rowley asked if there had been any discussions with the police regarding security lighting. Jack confirmed he has spoken with the four

crime prevention officers. There was a discussion by Members on star gazing opportunities at Kendal Castle and also what impact this may have on businesses with existing external lighting. Members then discussed where the money could come from in the budget. Cllr Hennessy suggested the biodiversity pot as they are linked. Cllr Archibald advised that SLDC also have a biodiversity fund so they could be approached for £1,000 if KTC funded the other £1,000. It was proposed by Cllr Archibald to agree to support the project. This was seconded by Cllr Hennessy and carried unanimously.

**RESOLVED**

That the Committee agree funding of £1,000 towards the commission of a lighting engineering consultant(s) to produce a Lighting Audit and Action Plan

**291/20/21****CYCLE TRACK PRESENTATION - JANE WILLIS**

Jane Willis who lives on Fountain Brow in Kendal advised Members that the 70 steps from Fountain Brow to Fellside had proved popular with youths on bikes. She is worried of the dangers this could cause but is also aware that there is nowhere else that is as exciting to ride bikes in the town. She had spoken with some of the youths recently who agreed that there is a shortage of anywhere to cycle with the same thrills. She asked Members if there was any scope to incorporate some cycle routes around the hills in Kendal that would be safe for the riders and pedestrians. One suggestion could be Kendal Castle. It was agreed that involving Kendal Cycle Club and the schools in discussions around how this may work would be useful. Cllr Owen will speak to Kendal Cycle Club and Cllr Cornthwaite will speak to the Environment Agency as there could be a way of connecting this to the cycle routes along the river.

**RESOLVED**

To explore the possibility of developing cycle tracks around Kendal Castle

**292/20/21****KENDAL CITIZENS JURY**

Cllr Rowley updated Members on the work of the Citizens Jury. It had been very successful to date with regular attendance at the meetings and presentations from national experts. He thanked Helen and Stacy for their excellent support along with the Torchlight team who had used the climate change theme for the 2020 Torchlight. There is a support group involved in the evaluation and they are currently undertaking a survey, which can be found online. There is also a support group involved in creative engagement. They are now looking for support from KTC to reallocate the current 'New Infrastructure' budget of £3,500 toward the Jury to extend Stacy's contract for 12 weeks to continue working with the support groups to develop and deliver the initiatives. They are also looking to reopen the Crowdfunder and develop additional funding options to raise the required funds for a facilitated launch event with Shared Futures and further public engagement and finally endorse the placement of a Lancaster MSc Student to review and evaluate the Citizens Jury process.

There was then a discussion around the role of the Town Council and how to make this clear. Cllr Evans, Cornthwaite and Hennessy raised concerns that it would use all the money from the new infrastructure budget. Cllr Evans suggested using £2,000 of the budget leaving £1,500 in place. It was proposed by Cllr Owen to relaunch the Crowd Funder, extend Stacy's contract for 12 weeks and endorse the Lancaster student on the understanding that the role of KTC is clear. This was seconded by Cllr Rowley and carried with one abstention.

**RESOLVED**

That the Environment & Highways Committee agree to:

1. Reallocate £2,000 of the 'New Infrastructure' budget towards the Jury to extend Stacy Hurly's contract for 12 weeks.
2. Endorse the reopening of the Crowdfunder and development of additional funding options to raise the required funds for a launch event and further public engagement.
3. Endorse the placement of a Lancaster MSc Student to review and evaluate the Citizens Jury process.

**293/20/21**

**BIODIVERSITY GRANTS**

The Chair presented the Biodiversity Grants paper which had been previously circulated. The idea is to make financial grants which help local communities to implement biodiversity projects which support Kendal Town Council's response to its declaration of a Climate emergency. Members discussed using an article in the KTC newsletter as a launch for the grants but they must agree a deadline for applications.

**RESOLVED**

That the launch of the Biodiversity Grants will be published in the KTC newsletter and a corresponding application form is created.

**294/20/21**

**REQUEST FOR FUNDING BY THE KTC FLOOD RELIEF SCHEME WORKING GROUP**

Cllr Cornthwaite advised Members that the group are moving to the next stage to enhance the cycle routes down the river corridor and are looking for engagement with all three tiers. Cllr Owen advised it had been agreed at the last meeting that up to £1,500 be allocated from areas identified within the budget as having spare monies, subject to Councillor Cornthwaite submitting a costed proposal. He suggested putting something forward for project funding.

**RECOMMENDATION**

That full Council assign £1,500 of the Castle signage underspend towards Cllr Cornthwaite's flood recovery group.

**295/20/21**

**KENDAL LEAFLETS**

The Project Manager advised the current leaflet budget is £7,785 and needs to release £4,228 to:

1. Print an additional 30,000 new Welcome to Kendal leaflets
2. Extend Aha distribution contract for another 2 years to distribute leaflets
3. Pay Cactus Creative for amends

She would also be looking to:

4. Allocate future funding request of £5000 to support leaflet distribution and production in 2020/21

She further advised that due to a 30% reduction in leaflet display opportunities, Aha are currently trailing an online Tourist Information website which will be promoted at the traditional leaflet outlets. A QR code will direct visitors to an online leaflet hub where information can be downloaded and the relevant links followed. The Visit Kendal website is listed together with the Visit Kendal leaflets. In January Aha will report the success of this trial and a monthly contract arrangement will be discussed.

**RESOLVED**

That this spend decision is referred to the Management Committee.

**296/20/21****IVY SCREENING**

The Project Manager explained that three potential locations for a pilot project had been found and the costs are outlined in the paper, which had been previously circulated. There was a discussion on the proposed sites. Cllr Rowley asked why the area outside the Citizens Advice Bureau had not been considered. Cllrs Evans and Hennessey are worried about the line of sight at the Longpool location. Cllr Rowley proposed that the Project Manager seek advice on whether the area outside the Citizens Advice Bureau would be suitable and if this was not then the bus stop opposite would be the preferred site and that an Air Quality Monitor be purchased. This was seconded by Cllr Owen and carried unanimously.

**RESOLVED**

The Project Manager will seek advice on whether the area outside the Citizens Advice Bureau would be a suitable location for the ivy screening and if this was not then the bus stop opposite would be the preferred location and that an Air Quality Monitor be purchased.

**297/20/21****BT PROPOSAL**

The Project Manager advised this item was for information. BT are seeking views on whether to remove or adopt 46 BT telephone kiosks around South Lakeland. Cllr Hennessey will register the interest of KTC.

**RESOLVED**

Cllr Hennessy will register the interest of KTC.

**At this point Cllr Long left the meeting.**

**298/20/21****UPDATED TERMS OF REFERENCE**

The Project Manager presented the Terms of Reference which had been previously circulated. It was proposed by Cllr Rowley to accept the updated terms of reference. This was seconded by Cllr Archibald and carried unanimously.

**RESOLVED**

That the updated Terms of Reference be accepted.

**299/20/21**

**AIKRIGG SIGNAGE**

Cllr Owen advised this item was now to be raised under ward business and he will bring it back to Committee if needed.

**300/20/21**

**ITEMS FOR THE NEWSLETTER**

The Project Manager advised she has enough content for the next newsletter with the main feature being festivals.

**301/20/21**

**REVIEW OF SPEND AGAINST BUDGET 2020/21**

The Committee reviewed the spend against the current budget. The following points were highlighted:

- Line numbers to be added to enable easier reading.
- Cllr Hennessy advised that the funding for Fletcher Park is no longer needed but it would need to remain ring fenced at this stage.
- The Blackhall Road bus shelter is now complete so can be moved over.

Cllr Archibald proposed that £1,000 of the £6,600 in the biodiversity fund be allocated to the Cumbria Dark Skies Project. This was seconded by Cllr Hennessy and carried unanimously. Cllr Owen further suggested the Project Manager to write to Simon Blyth on his behalf for the further £1,000 required for the project.

It was proposed by Cllr Rowley to spend £2,000 from the New Infrastructure budget to employ Stacy for a further 12 weeks to continue the work with the Citizens Jury and develop the proposals. This was seconded by Cllr Owen and carried unanimously.

**RESOLVED**

That the Committee agree to:

1. Pay £1,000 of the £6,600 in the biodiversity fund be allocated to the Cumbria Dark Skies Project.
2. Pay £2,000 from the New Infrastructure budget to employ Stacy for a further 12 weeks to continue the work with the Citizens Jury and develop the proposals.

**302/20/21**

**2021/22 BUDGET - REVIEW OF BUDGET REQUIREMENTS AND PROPOSALS FOR ONE-OFF DEVELOPMENT FUND BIDS**

The Project Manager presented the 2021/22 budget from the Treasurer. Due to time restraints it was suggested to discuss this at a separate meeting at the end of October.

**RESOLVED**

That the Project Manager sets up an E&H budget meeting for the end of October.

**303/20/21**

**ANY OTHER BUSINESS**

Cllr Ladhams advised Members that she had been approached by residents in her ward over concerns with the burning of garden rubbish, which had increased during lockdown. She asks that the Committee add this as an agenda item to the next meeting to see how this can be tackled. Cllr Hennessy advised SLDC are putting together a white paper on this and wondered if this was something that KTC could do. Cllr Ladhams advised that the Planning Committee had done something similar and it was being presented at the next Full Council Meeting.

**RESOLVED**

That an agenda item on the burning of garden rubbish be added to the next E&H agenda.

**304/20/21**

**DATE OF NEXT MEETING**

30th November

The meeting closed at 9.58pm

### **Summary of Information, Resolutions and Recommendations to Council**

<b>Min</b>	<b>Subject</b>	<b>Information/Resolution/Recommendation to Council</b>	
<b>290</b>	Cumbria Dark Skies Project	<b>RES</b>	That the Committee agree funding of £1,000 towards the commission of a lighting engineering consultant(s) to produce a Lighting Audit and Action Plan
<b>291</b>	Cycle Track Presentation	<b>RES</b>	To explore the possibility of developing cycle tracks around Kendal Castle
<b>292</b>	Kendal Citizens Jury	<b>RES</b>	That the Environment & Highways Committee agree to: 1. Reallocate £2,000 of the 'New Infrastructure' budget towards the Jury to extend Stacy Hurly's contract for 12 weeks. 2. Endorse the reopening of the Crowdfunder and development of additional funding options to raise the required funds for a launch event and further public engagement. 3. Endorse the placement of a Lancaster MSc Student to review and evaluate the Citizens Jury process.
<b>293</b>	Biodiversity Grants	<b>RES</b>	That the launch of the Biodiversity Grants will be published in the KTC newsletter and a corresponding application form is created
<b>294</b>	Request for Funding by KTC Flood Relief Scheme Working Group	<b>REC</b>	That full Council assign £1,500 of the Castle signage underspend towards Cllr Cornthwaite's flood recovery group.
<b>295</b>	Kendal Leaflets	<b>RES</b>	That this spend decision is referred to the Management Committee.
<b>296</b>	Ivy Screening	<b>RES</b>	The Project Manager will seek advice on whether the area outside the Citizens Advice Bureau would be a suitable location for the ivy screening and if this was not then the bus stop opposite would be the preferred location and that an Air Quality Monitor be purchased.
<b>297</b>	BT Proposal	<b>RES</b>	Cllr Hennessy will register the interest of KTC.
<b>298</b>	Updated Terms of Reference	<b>RES</b>	That the updated Terms of Reference be accepted.

<b>301</b>	Review of Spend Against Budget 2020/21	<b>RES</b>	That the Committee agree to: 1. Pay £1,000 of the £6,600 in the biodiversity fund be allocated to the Cumbria Dark Skies Project. 2. Pay £2,000 from the New Infrastructure budget to employ Stacy for a further 12 weeks to continue the work with the Citizens Jury and develop the proposals.
<b>302</b>	2021/22 Budget	<b>RES</b>	That the Project Manager sets up an E&H budget meeting for the end of October.
<b>303</b>	AOB – Burning of Garden Rubbish	<b>RES</b>	That an agenda item on the burning of garden rubbish be added to the next E&H agenda.

**ENVIRONMENT & HIGHWAYS COMMITTEE 30.11.2020 – TABLE OF RESOLVED ACTIONS**

<b>Subject</b>	<b>Resolution &amp; Recommendation Update</b>	
Cumbria Dark Skies Project	<b>RES</b>	<p>That the Committee agree funding of £1,000 towards the commission of a lighting engineering consultant(s) to produce a Lighting Audit and Action Plan.</p> <p>Invoice received and paid.</p>
Cycle Track Presentation	<b>RES</b>	<p>To explore the possibility of developing cycle tracks around Kendal Castle.</p> <p>Included in Development Fund Proposals.</p>
Kendal Citizens Jury	<b>RES</b>	<p>That the Environment &amp; Highways Committee agree to:</p> <ol style="list-style-type: none"> <li>1. Reallocate £2,000 of the 'New Infrastructure' budget towards the Jury to extend Stacy Hurly's contract for 12 weeks.</li> <li>2. Endorse the reopening of the Crowdfunder and development of additional funding options to raise the required funds for a launch event and further public engagement.</li> <li>3. Endorse the placement of a Lancaster MSc Student to review and evaluate the Citizens Jury process.</li> </ol> <p>All actioned.</p> <p>Stacy Hurley contract ends end of November. Crowdfunder successfully met its target of £2000 and SLDC Community Climate Change grant application was successful, awarding an additional £2000 towards the creation of a promotional film to increase engagement. Land &amp; Sky media contracted to create a short film with Jury members. Film launch planned for January 2021.</p> <p>MSc student Maria Lucien has been supported and beneficial to shaping next steps for the Citizens Jury.</p> <p>Recommendations Task Force included in development Fund proposals.</p>
Biodiversity Grants	<b>RES</b>	<p>That the launch of the Biodiversity Grants will be published in the KTC newsletter and a corresponding application form is created.</p> <p>Complete. Grant promoted in the newsletter, FB and directly to local conservation organisations. Application deadline is the 30<sup>th</sup> of November.</p>

Request for Funding by KTC Flood Relief Scheme Working Group	<b>REC</b>	That full Council assign £1,500 of the Castle signage underspend towards Cllr Cornthwaite's flood recovery group.  Awaiting invoice.
Kendal Leaflets	<b>RES</b>	That this spend decision is referred to the Management Committee.
Ivy Screening	<b>RES</b>	The Project Manager will seek advice on whether the area outside the Citizens Advice Bureau would be a suitable location for the ivy screening and if this was not then the bus stop opposite would be the preferred location and that an Air Quality Monitor be purchased.  Confirmation from supplier that Citizens Advice Bureau area would be suitable. Awaiting permission from CCC. Possible Air Quality Monitor sourced but not purchased.
BT Proposal	<b>RES</b>	Cllr Hennessy will register the interest of KTC.  Interest registered with BT and potential project included in development proposals.
Updated Terms of Reference	<b>RES</b>	That the updated Terms of Reference be accepted.  No action.



# 20mph Zone Feasibility and Cost Estimate

Kendal

22 October 2020

Prepared for  
**Kendal Town Council**



**Prepared for:**

Kendal Town Council  
 Town Hall  
 Kendal  
 LA9 4DL

**Prepared by:**

Markides Associates  
 81 Southwark Bridge Road  
 London SE1 0NQ  
 United Kingdom

T: +44 (0)20 7442 2225  
 E: [info@markidesassociates.co.uk](mailto:info@markidesassociates.co.uk)  
 W: [markidesassociates.co.uk](http://markidesassociates.co.uk)

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	Draft for Comment	PT	AN	PT	AN	05/10/20
A	Final	PT	AN	PT	AN	22/10/20

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Appendix A – Cost Analysis

## Summary

### Introduction

This report has been prepared by Markides Associates to consider the feasibility and costs associated with implementing 20mph speed limits throughout Kendal on behalf of Kendal Town Council. There are existing mandatory 20mph zones and one advisory 20mph zone in parts of Kendal.

Kendal Town Council wishes to implement a town-wide 20mph limit to:

- Encourage more walking and cycling for local journeys;
- Reduce road casualties and their severity;
- Improve air quality;
- Reduce health inequalities, including obesity among adults and children; and
- Reduce the dominance of vehicles on town roads.

A consistent town-wide 20mph limit will be simpler to sign and promote and will make it easier for local people to comprehend, leading to higher levels of compliance.

A survey of residents by Kendal Town Council in 2015 showed that 59% of those who responded were in favour of 20mph zones, with 34% opposed, and 5% undecided. There were differing views about whether the 20mph limits should be mandatory or advisory and whether they should be on all roads or selected roads.

### Recent 20mph zone research

The report has reviewed existing policy and guidance, and the key findings of recent research on the implementation of ‘signing-only’ 20mph zones are that:

- Since government guidance on 20mph limits was amended in 2013, more than 50% of UK councils have introduced areas of 20mph speed limits based on signing.
- Local residents and other road users generally perceive the 20mph limits as beneficial for local residents, pedestrians, and cyclists. From a driver perspective, they make driving at a slower speed more acceptable.
- Following the introduction of 20mph limits (signed only) the median speed has fallen by just under 1 mph, with faster drivers reducing their speed more. Evidence shows that bigger speed reductions occur on faster roads, with higher volumes of traffic and providing a locally important strategic function.
- There is an established positive relationship between vehicle speed and injury collisions – the higher the speed, the more collisions and where collisions do occur, the higher the risk of a fatal injury at higher speeds. However based on the evidence available to date, the study found no significant change in collisions and casualties, in the short term, in the majority of the case study areas; however there were some indications of significant safety improvements in at least one case study area.

## 20mph Zone Feasibility and Cost Estimate

Kendal

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- In the case studies, while there continue to be a range of barriers which discourage walking and cycling, there were encouraging signs of a small (but significant) increase in use of active travel modes.
- The most effective schemes are likely to be those which are based on a broad integrated policy agenda (involving health, environment, urban planning, emergency services, education, community representatives, etc.). Longer-term 20mph schemes which are supported by complementary transport, health, environment and community policy and interventions are likely to deliver greater benefits.

Additional research on schemes previously implemented, classifies supporting measures according to:

- Education – explaining the importance of 20mph speed limits;
- Enlightenment – developing a broad vision for 20mph;
- Engagement – listening to local concerns;
- Encouragement – visual reminders for keeping to the limit; and
- Enforcement – warnings, sanctions, and penalties for breaking the limit

It is important that these measures are included as part of a broader package of introducing a 20mph scheme, thereby increasing local resident and motorist support and improving the level of observation of the new limit.

### Speed data review in Kendal

This Kendal study also reviewed existing speed limits in the town. As part of the review of the current situation, an analysis of existing estimated speeds on different parts of the local road network has been undertaken based on OS Mastermap speed data.

The main points to note from this analysis are:

- The existing 20mph zones of Rinkfield, Kirkbarrow, Hallgarth, Queens Road, Castle Estate and Stricklandgate have recorded average speeds which are predominantly below 20mph;
- The existing ‘20’s Plenty’ area near Aikrigg has recorded average speeds which are predominantly below 20mph;
- Outside of these areas, recorded average speeds in other residential areas are predominantly below 20mph; and
- Close to the town centre, the recorded average speeds on the arterial routes are predominantly below 20mph, generally being below 24mph some way out from the town centre

### Recommendations

On the basis that the roads identified above are considered appropriate for the implementation of 20mph speed limits, the study recommends that there is justification to implement a ‘majority of the town’ 20mph limit which includes both residential areas and

## 20mph Zone Feasibility and Cost Estimate

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the town's arterial roads where these are in close proximity to the town centre. We have also considered an alternative option removing arterial roads from the 20mph zone, although we believe there are many advantages for including these. We have also assessed the introduction of a 20mph limit within the entire boundary of Kendal parish, although the analysis undertaken and initial consultation with Cumbria County Council (CCC) indicates that this may not be supported by CCC.

We have considered the broad cost implications of these options, and the conclusion is that the town-wide 20mph zone (with arterial routes included) would cost in the region of £44,000 while, that excluding the arterial roads would cost approximately £90,000. (These costs will increase if repeater signs and coloured surface entry signs are used, and do not include any 'traffic calming'). The costs should be confirmed with Cumbria County Council.

We recommend that the town council consider our report and then discuss their conclusions with the District Council and Cumbria County Council.

## 1. Introduction

### Preamble

- 1.1.1 Markides Associates (MA) have been commissioned by Kendal Town Council (KTC) to undertake a study in relation to the proposed introduction of 20mph speed limits within the town of Kendal.
- 1.1.2 It is understood that KTC are already minded to introduce 20mph speed limits within Kendal but need to understand the costs associated with implementation. Specifically, the requirements of the study are:
- An overview of the costs of implementing 20mph on all Kendal roads (boundary similar to that of Kendal Parish);
  - An overview of the costs of implementing 20mph on Kendal's arterial roads; and
  - An overview of the practicalities and timescales of implementing a 20mph scheme for both options.
- 1.1.3 Previous studies in Kendal<sup>1</sup> have identified that the introduction of 20mph speed limits has general public support, whilst there is a considerable level of commuting by car which takes place within the town. Additionally, parts of the town are difficult to negotiate by bicycle and therefore it is considered that the introduction of 20mph speed limits will provide for a more walk and cycle-friendly environment.
- 1.1.4 Research from elsewhere in the UK shows that 20mph speed limits are generally supported, whilst the public generally perceive 20mph limits as being beneficial for local residents, as well as pedestrians and cyclists. Whilst the nature of roads where limits have been introduced means that in many cases lower speeds were already self-enforced, a reduction in the speed limit helps to reinforce this.
- 1.1.5 Feedback has also shown that there is recognition amongst the public that slower speeds are a contributory factor in terms of providing an environment more conducive to walking and cycling. Additionally, a reduction in the general speed means that, when collisions do occur, their impact is likely to be less severe.
- 1.1.6 Prior to identifying the costs and practicalities of implementing 20mph speed limits, it is firstly necessary to understand the characteristics (including speeds) of the local road network and its adjacent land uses. This will determine the feasibility of implementing 20mph speed limits.
- 1.1.7 As part of this study, initial contact was made with Cumbria County Council (the Local Highway Authority). At this stage, they confirmed general support for 20mph zones, but considered that on the arterial routes speeds were probably too high for them to support

<sup>1</sup> Kendal Town Council '[20mph Speed Limit Survey 2015 Analysis Report](#)'

## 20mph Zone Feasibility and Cost Estimate

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these being 20 mph without the addition of traffic calming measures, which the Council would be unlikely to support. We recommend that this report be shared with the County to start discussions and confirm the cost estimates.

### Report Format

1.1.8 On this basis, this report is set out as follows:

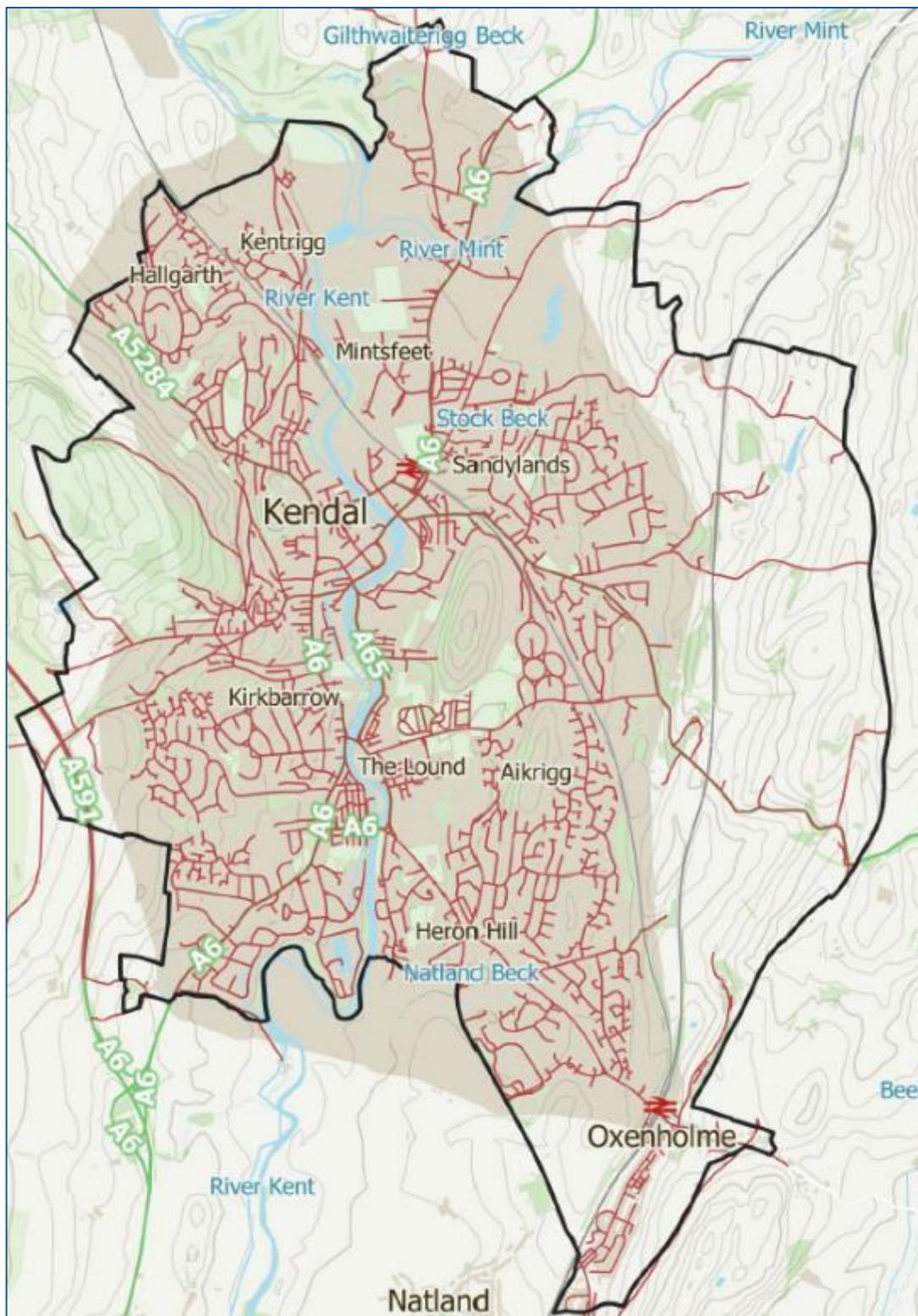
- Section 2 – gives information on the Benefits and some of the wider considerations
- Section 3 – provides Background and policy guidance;
- Section 4 – assesses the Current situation.
- Section 5 – summarises 20mph Feasibility analysis.
- Section 6 – provides Cost analysis.
- Section 7 – considers Implementation; and
- Section 8 – gives a Summary and Conclusions.

### Study Area

1.1.9 **Figure 1.1** below provides an illustration of Kendal's road network within the context of the parish boundary.

**20mph Zone Feasibility and Cost Estimate**

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**Figure 1.1 Study Area**

## 2. Benefits and Wider Considerations

### Introduction

- 2.1.1 Prior to considering the relevant policy and guidance in relation to the implementation of 20mph speed limits, this section considers some of the benefits and the wider considerations associated with their implementation, based upon research which has been undertaken elsewhere.
- 2.1.2 This includes reference to potential impact on journey times, as well as environmental considerations, with reference also made to Kendal's Air Quality Management Area (AQMA).

### Journey Times

- 2.1.3 Whilst the introduction of 20mph speed limits can lead to longer journey times in some instances, consideration needs to be given to the existing recorded speeds of a road network to understand what, if any, impact a reduction in the speed limit is likely to have.
- 2.1.4 In many urban areas, average speeds are already at or below 20mph, especially at peak times, and therefore the introduction of a 20mph speed limit is unlikely to lead to an increase in journey times. However, the signing and any other measures associated with a 20mph speed limit can be expected to reinforce the message to drivers to keep their speeds low.
- 2.1.5 Information presented in a '*20mph Research Study*' undertaken by Atkins, AECOM and UCL for the DfT in November 2018 includes evidence from the analysis of journey-based speed data. This has shown that median<sup>2</sup> speeds have reduced by 0.7 mph in residential areas and 0.9 mph in city centre areas. This equated to a reduction in journey speeds of 3% in residential areas and 5% in city centre areas. On this basis, the report concluded that there was a minimal impact on journey times, with speed limit reductions adding less than half of a minute to a 2-mile trip and less than a minute to a 5 mile trip.
- 2.1.6 It is worth acknowledging that every road network is different, and urban road networks in particular have a number of features which can influence average journey time, irrespective of the speed limit. Such features include junctions, traffic signals and pedestrian crossings and the time taken to negotiate such features as part of a journey is likely to be longer at peak times.
- 2.1.7 In relation to this, there is also an argument to be made that, even though recorded average speeds may already be at or below 20mph, the introduction of a 20mph limit can encourage drivers to travel at a more consistent speed with less acceleration and deceleration between junctions and signals, but with there being no overall impact on the time taken to travel between one junction and another. This factor can also have environmental benefits, as discussed in further detail below.

<sup>2</sup>A median is a value separating the higher half from the lower half of a data sample

## Environmental Impact

- 2.1.8 There are a number of factors to take into consideration in terms of the environmental impact of introducing a 20mph limit. Firstly, there is the change in vehicle speeds to consider, whilst the potential for mode shift away from cars, such that more walking and cycling trips are undertaken, is also a factor. As an additional consideration, there is the potential for vehicles to change route which may benefit some localised areas whilst adversely affect other localised areas, although with no overall change in emissions across a wider area.
- 2.1.9 The previous section touched on the reduced levels of acceleration and deceleration in 20mph areas. This is considered to result in a smoother driving style, which in itself is acknowledged as reducing particulate emissions from tyre and brake wear.
- 2.1.10 The '*20mph Research Study*' includes information which concludes that it would be incorrect to assume a 20mph speed restriction would be detrimental to ambient local air quality. The assessment by Williams (2013) is based on the estimated impact of a 20mph speed restriction on vehicles emissions on six routes in central London. **Table 2.1** summarises the modelled change in emissions of 20mph zones when compared to 30mph speed limits.

**Table 2.1 Change in Emissions in 20mph Zones when compared to 30mph**

	NOx	PM <sub>10</sub>	CO <sub>2</sub>
Petrol cars	+7.9%	-8.3%	+2.1%
Diesel cars	-8.2%	-8.2%	-0.9%

- 2.1.11 The Table confirms that in most cases, a reduction in emissions can be expected with the introduction of 20mph zones.
- 2.1.12 Added to this, is the recognition that speed restrictions are a way of increasing physical activity because faster moving vehicles in residential areas discourage people from walking and cycling. Obviously, any switch from car-based to walking/cycling-based trips has added potential to reduce emissions.
- 2.1.13 On the basis of the above, the proposal to expand the coverage of 20mph limits within Kendal fits in with the [South Lakeland District Council Air Quality Action Plan](#) and the fact that central Kendal is an [Air Quality Management Area](#). In particular, the expansion of 20mph zones with a resultant switch to more sustainable travel modes would assist with the Action Plan's key priorities including Priority 1 (which includes measures to encourage sustainable travel choices).

## Summary

- 2.1.14 Having considered both the journey time and environmental implications of 20mph zones, it is considered that there are additional benefits beyond simply reducing speeds and the severity of collisions. The potential encouragement of mode shift has wider benefits and the development of 20mph proposals can be seen in a wider positive context as part of a package promoting the concept to Kendal residents, beyond simply reducing traffic speeds.

### 3. Background and Policy Guidance

#### Key Legislation

3.1.1 Up until 1991, local authorities were not able to set speed limits below 20mph (according to the Road Traffic Regulation Act 1984). Subsequently, amendments to the Act and Department for Transport (DfT) Circulars have enabled reduced speeds to be applied where circumstances are appropriate.

3.1.2 These policy changes can be summarised as:

- **Circular Roads 4/90 (1990)** – requiring highway authorities to apply for consent from the Secretary of State to introduce a 20mph zone as part of a physically calmed ‘zone’ or on short sections of road with a proven crash record.
- **Amendment to Road Traffic Regulation Act 1984 (1990)** – allowing local authorities to designate 20mph speed limits without prior approval from the Secretary of State, enabling:
  - 20mph limits indicated by speed limit (and repeater signs only); and
  - 20mph zones, designed to be ‘self-enforcing’ through the introduction of traffic calming measures, such as speed humps and chicanes
- **Circular 01/2013 (2013)** – the most recent and current guidance which provides revised guidance on the setting of local speed limits, which is described in greater detail below.

#### DfT Circular 01/2013 (2013) Summary

3.1.3 This document advises traffic authorities to keep their speed limits under review with changing circumstances, and to consider the introduction of more 20mph limits and zones, over time, in urban areas and built-up village streets that are primarily residential, to ensure greater safety for pedestrians and cyclists.

3.1.4 The guidance acknowledges that 20mph zones are now relatively widespread, with more than 2,000 schemes in operation in England, most of which are 20mph zones.



3.1.5 It states that 20mph zones require traffic calming measures or repeater speed limit signing and/or roundel road markings at regular intervals. Additionally, the beginning and end of a zone is indicated by a terminal sign, with

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zones usually covering several roads. (Note that later DfT guidance described below updates this)

- 3.1.6 A 20mph limit should be signed with a terminal and at least one repeater sign (although this requirement has since changed – see below) and does not have a requirement for traffic calming. They are like other local speed limits and normally apply to individual or small numbers of roads but are increasingly being applied to larger areas.
- 3.1.7 Clear evidence exists on the effect of reducing traffic speeds on the reduction of collisions and casualties as collision frequency is lower and where collisions do occur the risk of fatal injury is lower. Important benefits of 20mph schemes are acknowledged as including:
  - quality of life and community benefits;
  - encouragement of healthier and more sustainable travel modes, including cycling;
  - environmental benefits;
  - positive contributions to improving health and tackling obesity; and
  - improving accessibility and tackling congestion
- 3.1.8 The guidance goes on to say that, based on the positive effects, traffic authorities can use their power to introduce 20mph speed limits or zones on:
  - major streets where there are – or could be – significant numbers of journeys on foot, and/or where pedal cycle movements are an important consideration, and this outweighs the disadvantage of lower journey times for motorised traffic; and
  - residential streets in cities, towns, and villages, particularly where the streets are being used by people on foot and on bicycles, there is community support, and the characteristics of the street are suitable
- 3.1.9 It states that evidence from successful 20mph schemes shows that the introduction of 20mph zones generally reduces average traffic speed by more than is the case when a signed-only 20mph speed limit is introduced. When planning a 20mph scheme, it is important to consider the full range of options and their benefits, both road safety and wider community and environmental benefits and costs, before making a decision as to the most appropriate method of introducing a 20mph scheme to meet the local objectives and the road conditions.
- 3.1.10 Finally, the guidance advises that a comprehensive and early consultation of all those who may be affected by the introduction of a 20mph scheme is an essential part of the implementation process, with this including local residents, all tiers of local government, the police and emergency services, public transport providers and any other relevant local groups.
- 3.1.11 In terms of Kendal, whilst it is understood that some aspects of this type of consultation has already taken place, further consultation is likely to be needed, although outside the remit of this study. The guidance also describes the difference between '20mph Zones' and '20mph Speed Limits' with these being considered in further detail below.

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- 3.1.12 There is clear evidence of the effect of decreased traffic speeds on the reduction of collisions and casualties; collision frequency is lesser at lower speeds and where collisions do occur, there is a lesser risk of fatal injury at lower speeds. Research also shows that on urban roads with low average traffic speeds any 1 mph reduction in average speed can reduce the collision frequency by around 6% (Taylor, Lynam and Baruya, 2000).
- 3.1.13 There is also clear evidence confirming the greater chance of survival of pedestrians in collisions at lower speeds. Additional benefits of 20mph schemes include the encouragement of healthier and more sustainable transport modes such as walking and cycling, as well as quality of life and community benefits. Walking and cycling can make a very positive contribution to improving health and tackling obesity, improving accessibility, tackling congestion, reducing carbon emissions, and improving the local environment. There may also be environmental benefits as, generally, driving more slowly at a steady pace will save fuel and reduce pollution, unless an unnecessarily low gear is used.
- 3.1.14 20mph schemes are usually introduced as either 20mph limits (using only appropriate signing) or 20mph zones (where signing is generally accompanied by other traffic calming features). 20mph zones are described as being very effective at reducing collisions and injuries.

### 20mph Zones

- 3.1.15 The DfT has made significant changes to facilitate and reduce the cost for providing 20mph zones in England. Traffic authorities can now place any of the following:
  - repeater speed sign;
  - a speed roundel road marking;
  - a combination of both signs; and
  - traffic calming features.
- 3.1.16 At least one traffic calming feature as defined in direction 16(2) TSRGD (Traffic Signs Regulation and General Directions) must be placed in a 20mph zone and the features and signing must still be placed at intervals not greater than 100 metres. Only where speeds are already constrained to be near the limit should local authorities consider placing the speed limit sign or a roundel marking, in addition to physical features within a zone.



- 3.1.17 Traffic authorities can now incorporate wider areas within a 20mph zone, by effectively signing 20mph speed limits on distributor roads where traffic calming features are not

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suitable, or for small individual roads or stretches of road, where average speeds are already at or below 24mph.

### 20mph Speed Limits

- 3.1.18 Guidance advises that research into signed-only 20mph speed limits show that they generally lead to only small reductions in traffic speeds. As such, they are therefore considered to be most appropriate for areas where vehicle speeds are already low and if the average speed is already at or below 24mph on a road; introducing a 20mph speed limit through signing alone is likely to lead to general compliance with the new speed limit.
- 3.1.19 The implementation of 20 mph limits over many roads, which the previous Speed Limit Circular (01/2006) advised against, should be considered where average speeds at or below 24 mph are already achieved over a number of roads. Traffic authorities are already free to use additional measures in 20mph limits to achieve compliance, such as some traffic calming measures and vehicle activated signs, or safety cameras.
- 3.1.20 Based on this guidance therefore it is not necessary for all roads within the proposed 20mph limit to have an existing average speed of 24mph or below.

### Signing Requirements

- 3.1.21 The current guidance states that authorities are required to install signage in accordance with the TSRGD when introducing a new speed limit.
- 3.1.22 Until September 2016, the following regulations applied:
  - Terminal signs – 60 cm diameter signs were required at the start and end of the speed limit, with signs placed on either side of the carriageway to form a gateway, and yellow backing boards recommended to provide additional emphasis; and
  - Repeater signs – after an update to the guidance in 2011, the requirement was for at least one repeater sign, with no repeaters required on roads shorter than 200m. Additionally, the latest DfT Circular states that all English authorities can place a roundel marking as a repeater sign, thereby removing the need for an upright sign, and reducing unnecessary clutter.
- 3.1.23 Under new legislation, local authorities now have more flexibility to make their own decisions on how many speed limit signs are needed to inform drivers, although signage must still be sufficient to encourage compliance.
- 3.1.24 Within this guidance<sup>3</sup>, three key changes were made, which are of relevance to 20mph signs:

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<sup>3</sup> [The Traffic Signs Regulations and General Directions 2016](#)

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- a minimum of one terminal sign (rather than two) is now required in each direction, located on either the driver's nearside or offside, as close as possible to the start and end of the 20mph limit;
- the requirement to place repeater signs has been removed; and
- only 20mph limit terminal signs on trunk or principal roads must be directly illuminated at night.

### Case Studies

3.1.25 To provide some background and guidance to the proposals for Kendal, reference has been made to the '*20mph Research Study*' undertaken by Atkins, AECOM and UCL for the DfT in November 2018.

3.1.26 Part of this study included looking at a range of examples of previous schemes which have been implemented in the UK. The study identified that all of the area-wide residential schemes exclude some roads, typically strategic routes but in some cases also key bus routes, distributor roads, streets with non-residential frontages and wider roads where compliance is expected to be low.



3.1.27 Some authorities have included streets which were less suited to a 20mph limit, to avoid isolated 30mph roads and to provide consistency in signage and road user perceptions. This includes streets with higher average speeds before the introduction of the 20mph scheme.

### Implications for Kendal

3.1.28 Taking account of the guidance described above, the first stage in identifying the cost of implementing 20mph scheme(s) on Kendal's roads is to provide an assessment of the current situation, particularly in terms of the existing road speeds. This is considered in the following section.

## 4. The Current Situation

### Introduction

- 4.1.1 This Section of the report considers the current situation within Kendal in terms of land uses, existing speed limits and existing recorded vehicle speeds. A review of this information is necessary to understand the suitability of certain roads for the introduction of 20mph speed limits.
- 4.1.2 This assessment has been undertaken through a combination of desktop-based analysis, including a review of OS Mastermap speed data, as well as a site visit to Kendal.

### Existing Speed Limits

- 4.1.3 Kendal already has some areas with 20mph mandatory limits including Rinkfield, Kirkbarrow, Hallgarth, Queens Road and the most recently introduced, the Castle Estate. The main shopping street of Stricklandgate also has a 20mph speed limit. Additionally, the residential area around Valley Drive also has a '*Twenty's Plenty*' advisory limit.
- 4.1.4 **Table 4.1** provides a summary of the characteristics of these areas.

**Table 4.1 Existing Kendal 20mph Schemes – Signing and Lining**

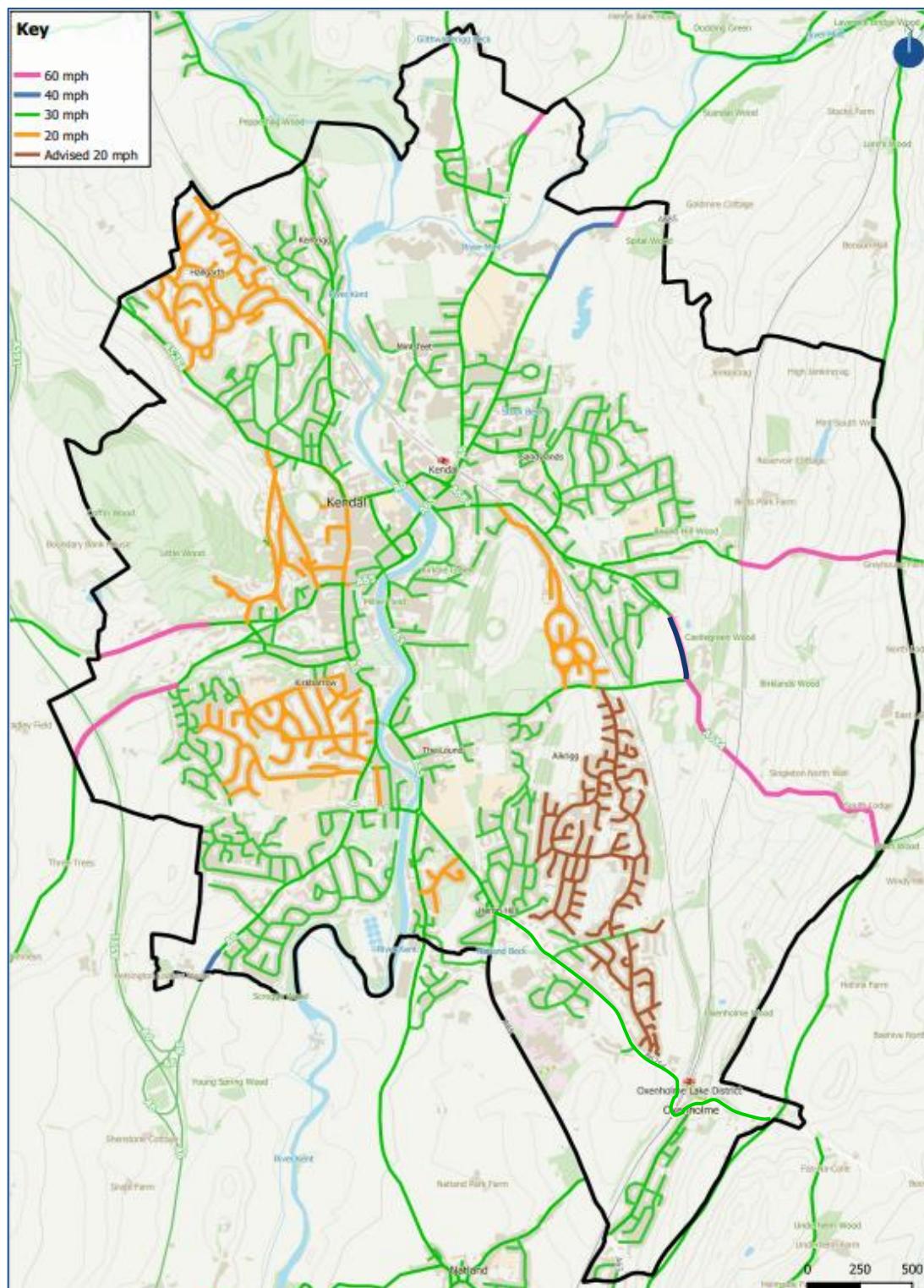
Area	Entry Signs	Repeater Signs	Roundels	High Friction Surfacing	Traffic Calming
Castle Estate	✓	✓			
Rinkfield	✓		✓		✓
Kirkbarrow	✓				✓
Hallgarth	✓		✓	✓	✓
Queens Road	✓		✓	✓	✓
Valley Dr Area '20's Plenty'	✓	✓			✓
Stricklandgate	✓	✓	✓	✓	

- 4.1.5 Outside of these areas, the existing speed limit on the remaining road network is primarily 30mph. There are small 40mph sections within the Kendal Parish boundary on the arterial roads of the A6 Shap Road, A685 Appleby Road, and the A684 Castle Green Road.
- 4.1.6 Closer to the parish boundary, the national speed limit applies on some of the roads, with this including Sedbergh Road, A684 Singleton Park Road, Brigsteer Road, Underbarrow Road and Gilthwaiterigg Lane.
- 4.1.7 **Figure 4.1** provides an illustration of these speed limits on the local road network.

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**Figure 4.1 Existing Speed Limits on Kendal's Roads**



4.1.8 **Figure 4.1** confirms that, in terms of Kendal's road network, about 50% is already covered by either 20mph speed limits or '20's Plenty' advisory signage.

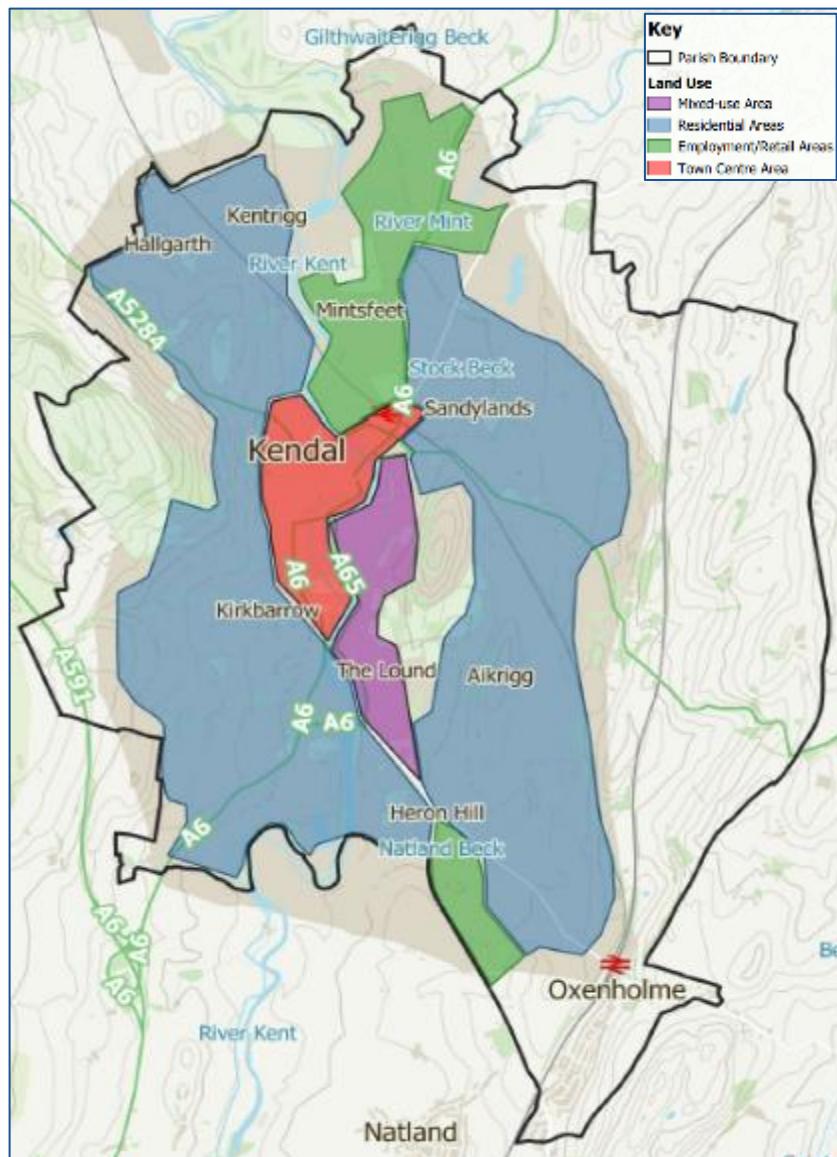
## 20mph Zone Feasibility and Cost Estimate

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### Land Uses

- 4.1.9 The primary shopping area is focussed in the area around Stricklandgate, whilst most development outside of this area is residential in character, including development adjacent to the town's arterial routes. The main existing employment sites are located to the north of the town centre in the area between the A6 Shap Road and the river Kent. On the northern periphery of the town there is a small retail park between the A6 Shap Road and the A685 Appleby Road.
- 4.1.10 Aside from these areas, the eastern side of the to the east of the river Kent is predominantly residential in character, with small pockets of employment and retail use. Within the parish boundary on the west side of the river Kent outside of the town centre, development is also predominantly residential in nature, with small areas of employment use. **Figure 4.2** provides a broad illustration of the existing land uses.

**Figure 4.2 Land Uses within Kendal Parish Boundary**



## **20mph Zone Feasibility and Cost Estimate**

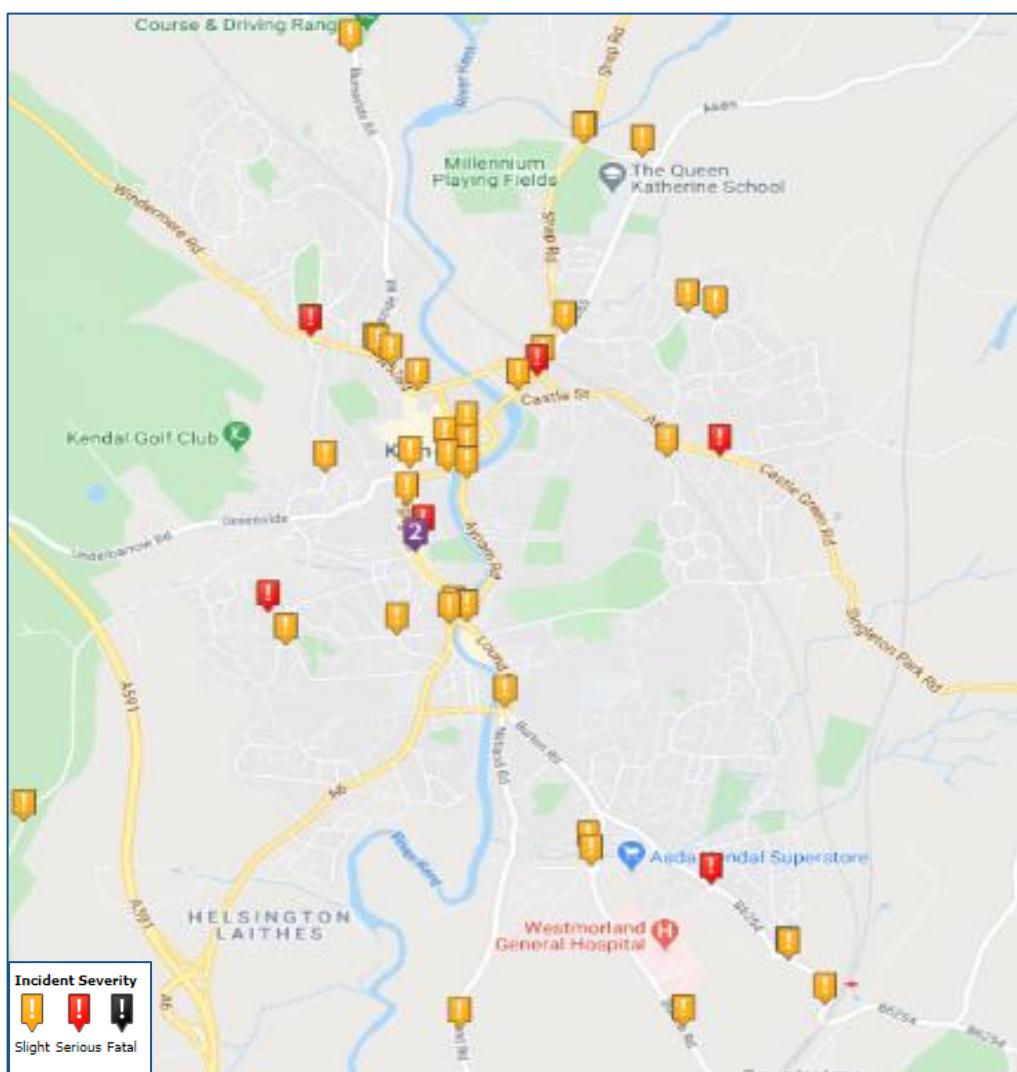
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## Collision Data

- 4.1.11 On the basis that the proposals for introducing additional 20mph limits are to provide an environment more conducive to walking and cycling, reference has been made to [crashmap.co.uk](http://crashmap.co.uk) to gain an indication of the existing pattern of collisions involving cyclists and pedestrians within Kendal. **Figure 4.3** below provides an illustration of the location and severity of collisions involving cyclists over the period 2015 to 2019 for which information is available. The Figure shows slight (shown yellow) and severe (shown red) collisions.

4.1.12 There is clear evidence of collisions predominantly taking place on the arterial routes, including routes close to the Town Centre. Whilst this is a reflection of the higher traffic flows on these routes, the directness of these routes and the lack of suitable alternatives for cyclists are likely to be factors in terms of their attractiveness to cyclists, which in turn leads to greater potential conflict with motor vehicles.

### **Figure 4.3 Collisions involving Cyclist Casualties, 2015-2019**



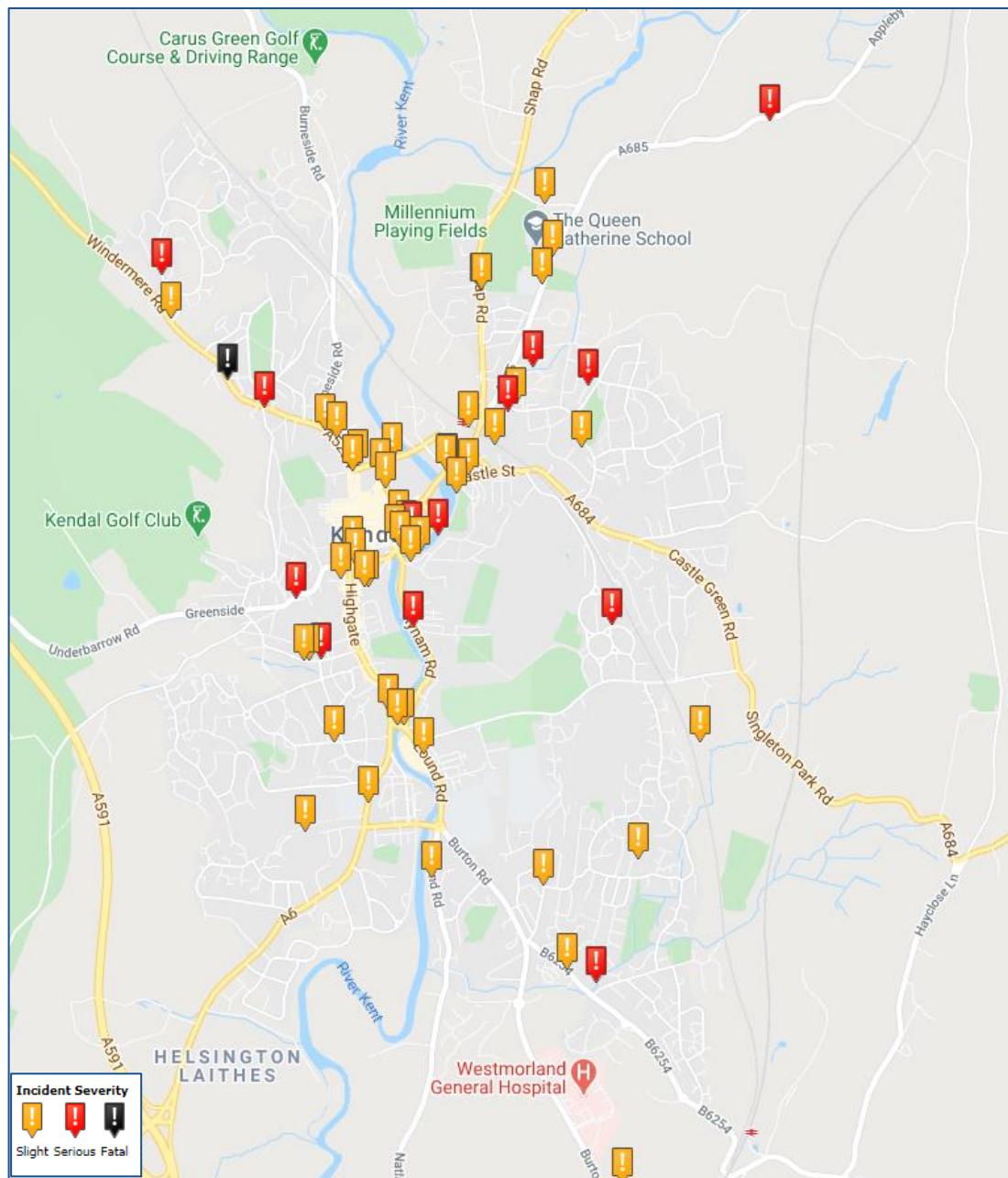
Source: Crashmap.co.uk

- 4.1.13** **Figure 4.4** provides an illustration of collisions over the same period for pedestrians.

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**Figure 4.4 Collisions involving Pedestrian Casualties, 2015-2019**



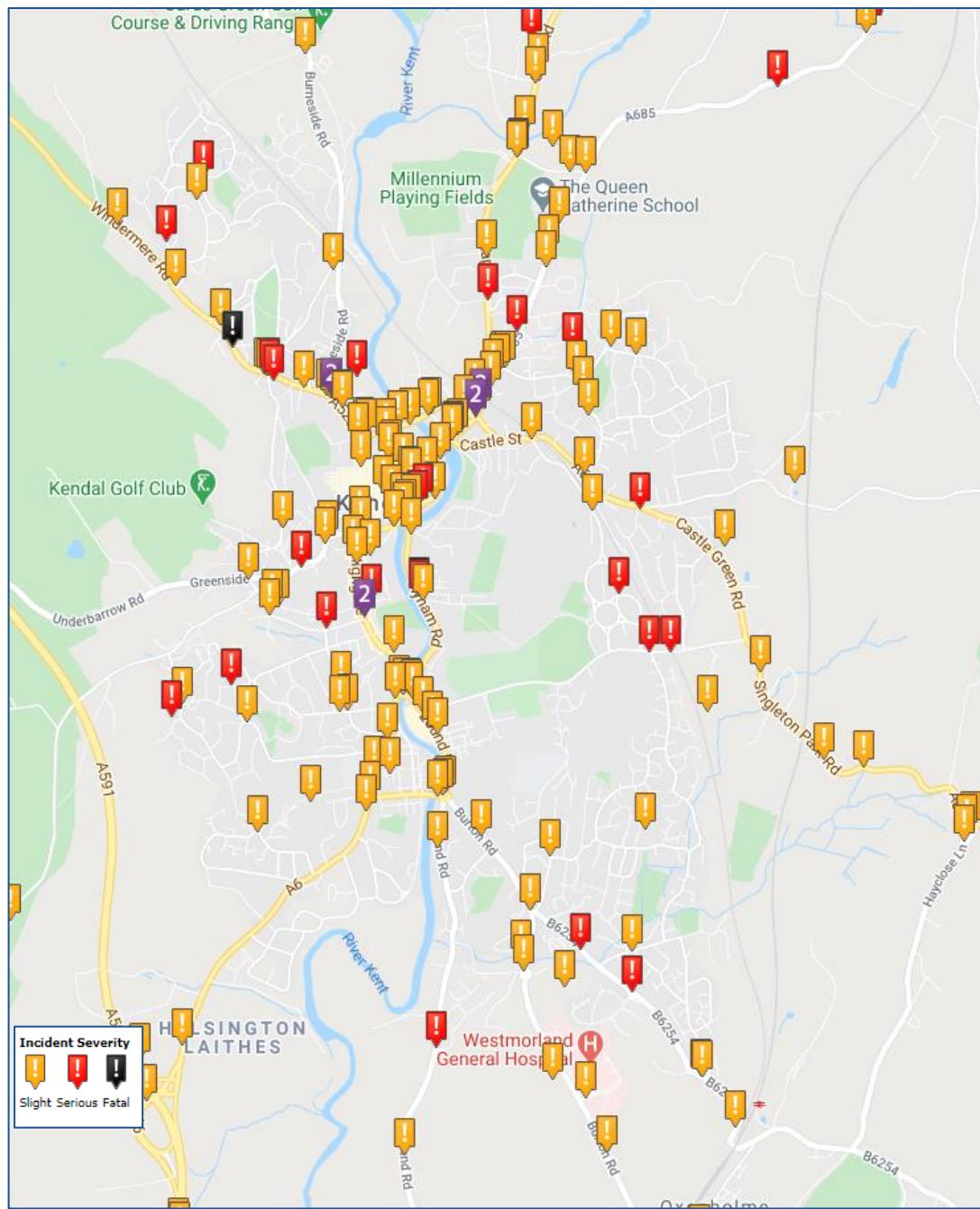
Source: Crashmap.co.uk

4.1.14 **Figure 4.5** provides an illustration of collisions over the same period for all road users.

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**Figure 4.5 All Collisions, 2015-2019**



Source: Crashmap.co.uk

- 4.1.15 While the general pattern is for the majority of these to have taken place on the arterial routes, there is clear evidence of a number of slight and serious collisions within a number of different residential areas around the town. There was also a fatal collision on the A5284 Windermere Road.
- 4.1.16 This therefore reinforces the argument for reducing speeds within both residential areas and on arterial routes in order to reduce the number and severity of collisions.

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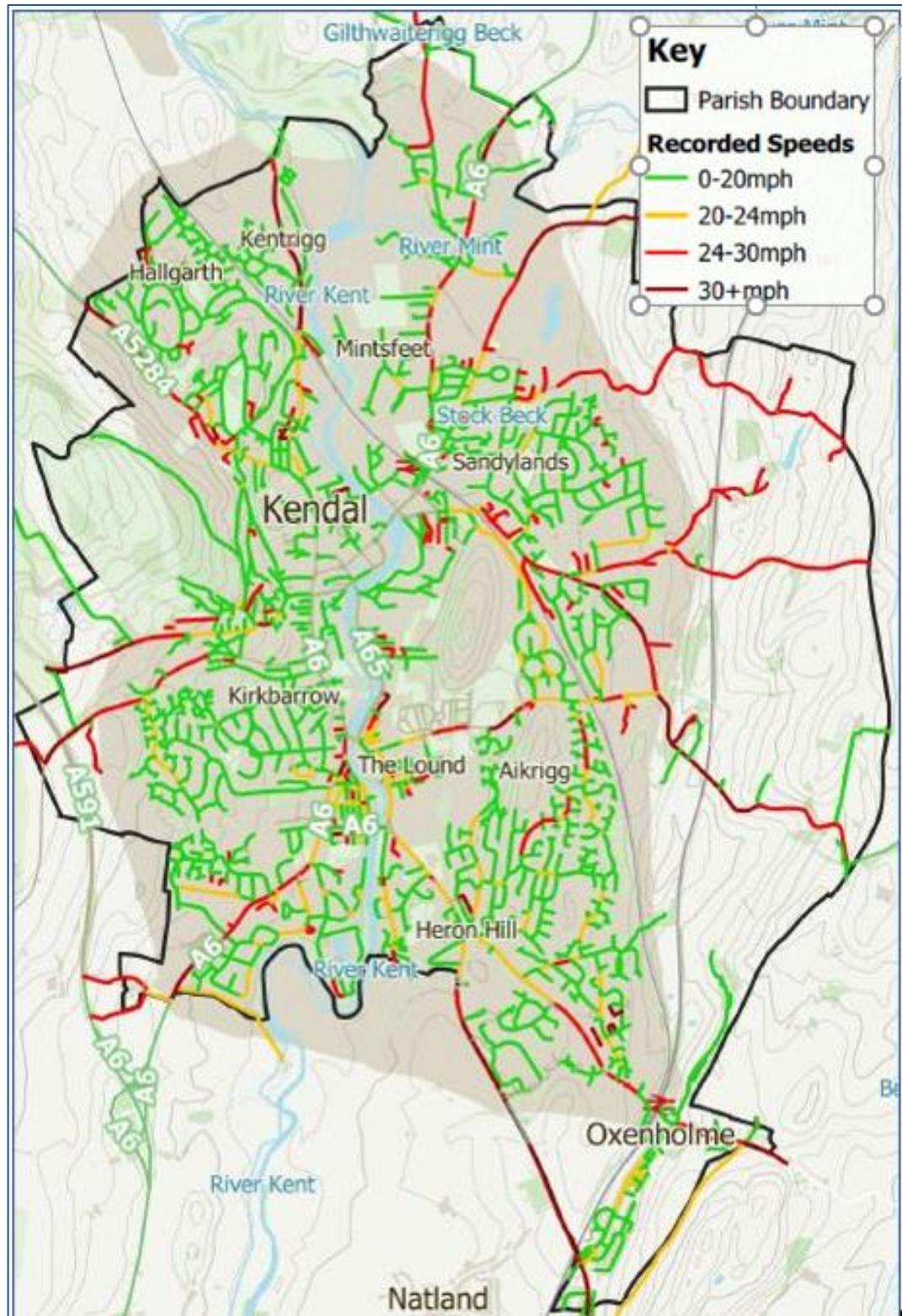
### Ordnance Survey Mastermap Speed Data

- 4.1.17 The OS Mastermap dataset uses mobile phone and GPS tracking to provide speed on different parts of streets within the road network. Analysis of this data has been undertaken to determine average speeds on different parts of the road network. The results of this analysis are summarised below, showing the average speeds for different parts of the town, including the average speed for the arterial routes.

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**Figure 4.6 OS Mastermap Average Speed Data**



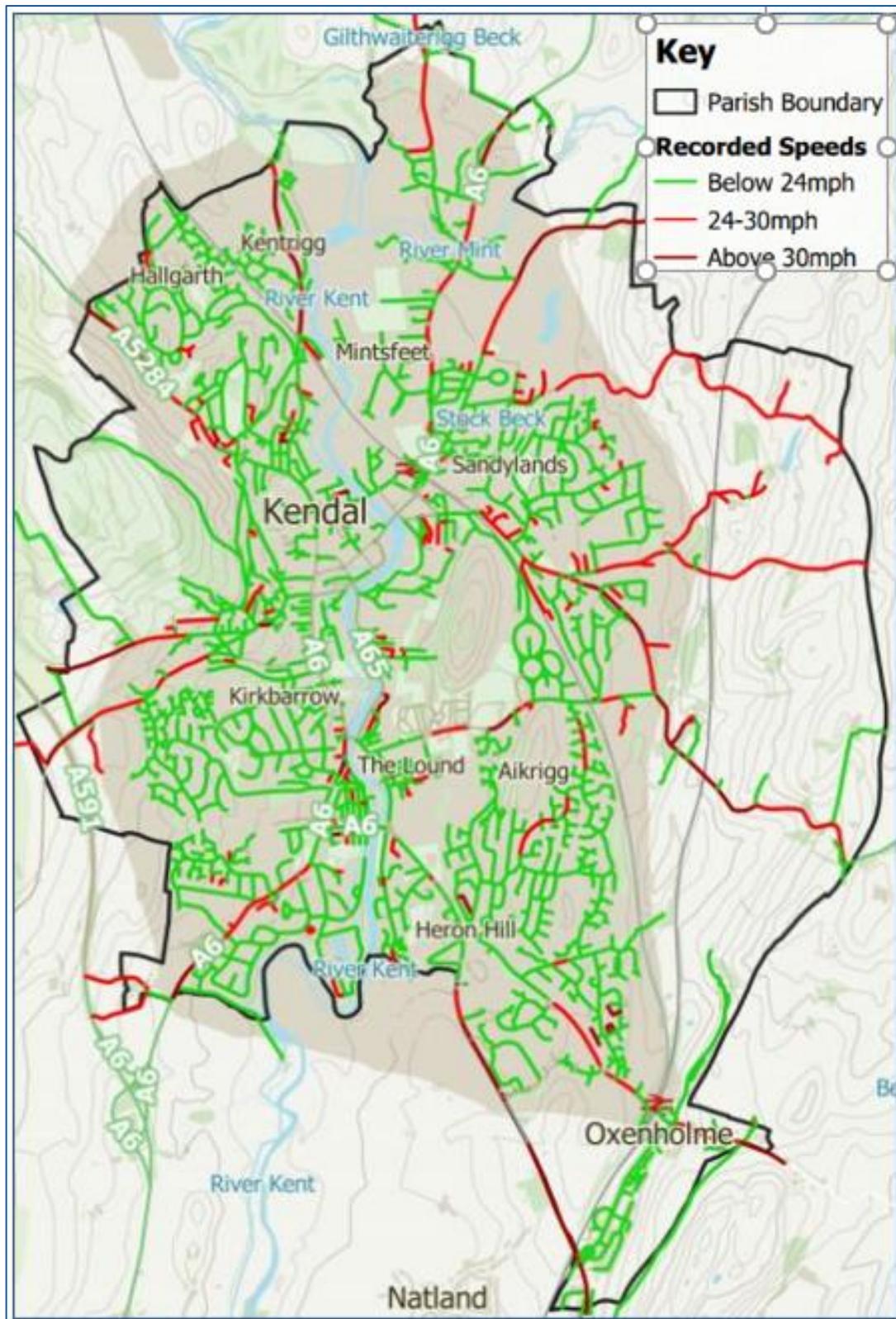
Source: OS Mastermap

- 4.1.18 To simplify matters in line with relevant guidance, the drawing is recreated below, simply showing speeds below 24mph and within the 24-30mph and 30mph+ categories.

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**Figure 4.7 OS Mastermap Average Speed Data – Above and below 24mph threshold**



Source: OS Mastermap

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- 4.1.19 The average speed is estimated based on detailed historical speed information, which is collected annually by in-vehicle telematics devices and mapped to each unique OS Mastermap road link. The latest data is built from the period between April 1<sup>st</sup> 2019 and March 20<sup>th</sup> 2020 (just before lockdown) and comprises a sample size of approximately 135,000 vehicles which poll their location every second.
- 4.1.20 The average speed value is provided in both directions and provides a breakdown of speed travelled at different times of the day, these being:
- 07:00 – 09:00 Monday – Friday (Peak AM)
  - 10:00 – 16:00 Monday – Friday (Off Peak)
  - 16:00 – 19:00 Monday – Friday (Peak PM)
  - 19:00 – 23:00 every day (Evening)
  - 00:00 – 04:00 every day (Night Time)
  - Weekend
- 4.1.21 In order to be representative of the situation across the week (as opposed to simply focussing on peak times, when speeds will be slower) the data has been by direction and across the different time periods of the full week in order to produce the information shown in **Figure 4.6** and **Figure 4.7**, this being an average speed for each section of road.
- 4.1.22 The analysis shows that for most of the residential areas and roads in and around the town centre, average speeds are already below 20mph, with small sections of road falling within the 20-24mph or 24-30mph categories.
- 4.1.23 As would be expected, for the arterial roads the speeds tend to be higher. These are predominantly within the 24-30mph category, with some sections of road (predominantly towards the edge of the parish boundary) within the 30+mph category.
- 4.1.24 However, the closer to the town centre, the lower the speeds are on the arterial roads, this is probably a function not just of more traffic but also more interaction at junctions, as well as more traffic signals and pedestrian crossings which reduce average speeds.
- 4.1.25 Based on this information, the following section considers in greater detail the implications in terms of expanding the existing 20mph speeds limits within Kendal, based upon the relevant policy and guidance already described.

## 5. 20mph Feasibility Analysis

### Reference to Guidance

- 5.1.1 On the basis of the relevant guidance that average speeds should be below 24mph on the majority, but not necessarily all roads within a proposed 20mph zone, a review of the information presented in **Figure 4.6** and **Figure 4.7** confirms the following:
- The existing 20mph zones of Rinkfield, Kirkbarrow, Hallgarth, Queens Road, Castle Estate and Stricklandgate have recorded average speeds which are predominantly below 20mph;
  - The existing '20's Plenty' area centred around Valley Drive has recorded average speeds which are predominantly below 20mph;
  - Outside of these areas, recorded average speeds in other residential areas are predominantly below 20mph; and
  - Close to the town centre, the recorded average speeds on the arterial routes are predominantly below 20mph, with recorded average speeds generally being below 24mph some way out from the town centre
- 5.1.2 On this basis, it is therefore suggested that it is appropriate to expand existing 20mph limits to cover most of the town, including parts of the arterial routes closer to the town centre. The speeds on the arterial routes are low within the town, and there are indications that many collisions involving cyclists take place on them, as well as high pedestrian activity in the centre. Limits on these roads would also enable a consistent message across most of the town. In our view there are therefore very good reasons to include these roads in any proposed 20mph limit.
- 5.1.3 In accordance with the guidance, it has been demonstrated that the average speeds within most of Kendal are already low (below 24mph) and therefore the introduction of a more widespread 20mph limit is considered most appropriate, generally without the need for physical measures.

### Majority of Town 20mph Limit

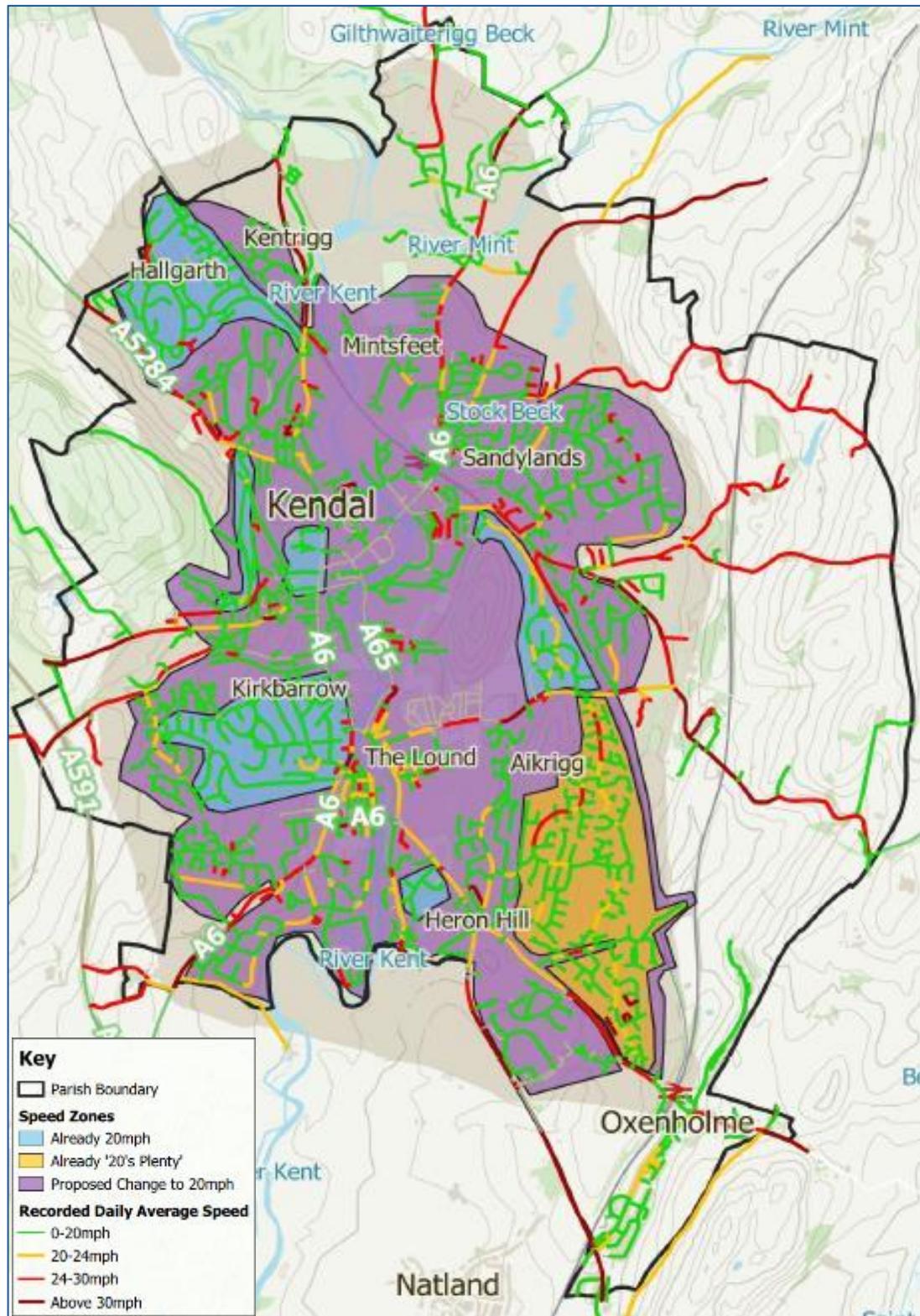
- 5.1.4 On the basis that there is justification to introduce a 20mph limit for the majority of the town that incorporates not only the residential areas, but sections of arterial roads which are close to the town centre, **Figure 5.1** provides an indicative proposal for this.
- 5.1.5 As previously described, the most recent guidance in terms of signage requirements advises that only one sign and pole need be located (either on the driver's nearside or offside) in each location, although there is of course a requirement to advise drivers of the changing speed limit in each direction. However for costing purposes we have assumed 2 signs on two separate posts for the arterial routes, and one sign for all other zone entry points
- 5.1.6 Additionally, it should be noted that terminal signs on principal roads should be illuminated at night in accordance with guidance, and this has been included in the costs. The most recent guidance also advises that the previous requirement for smaller repeater signs within

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the speed limit area has been removed. Therefore, at this stage no allowance has been made for including these.

**Figure 5.1 Proposed Majority of Town 20mph Speed Limit**



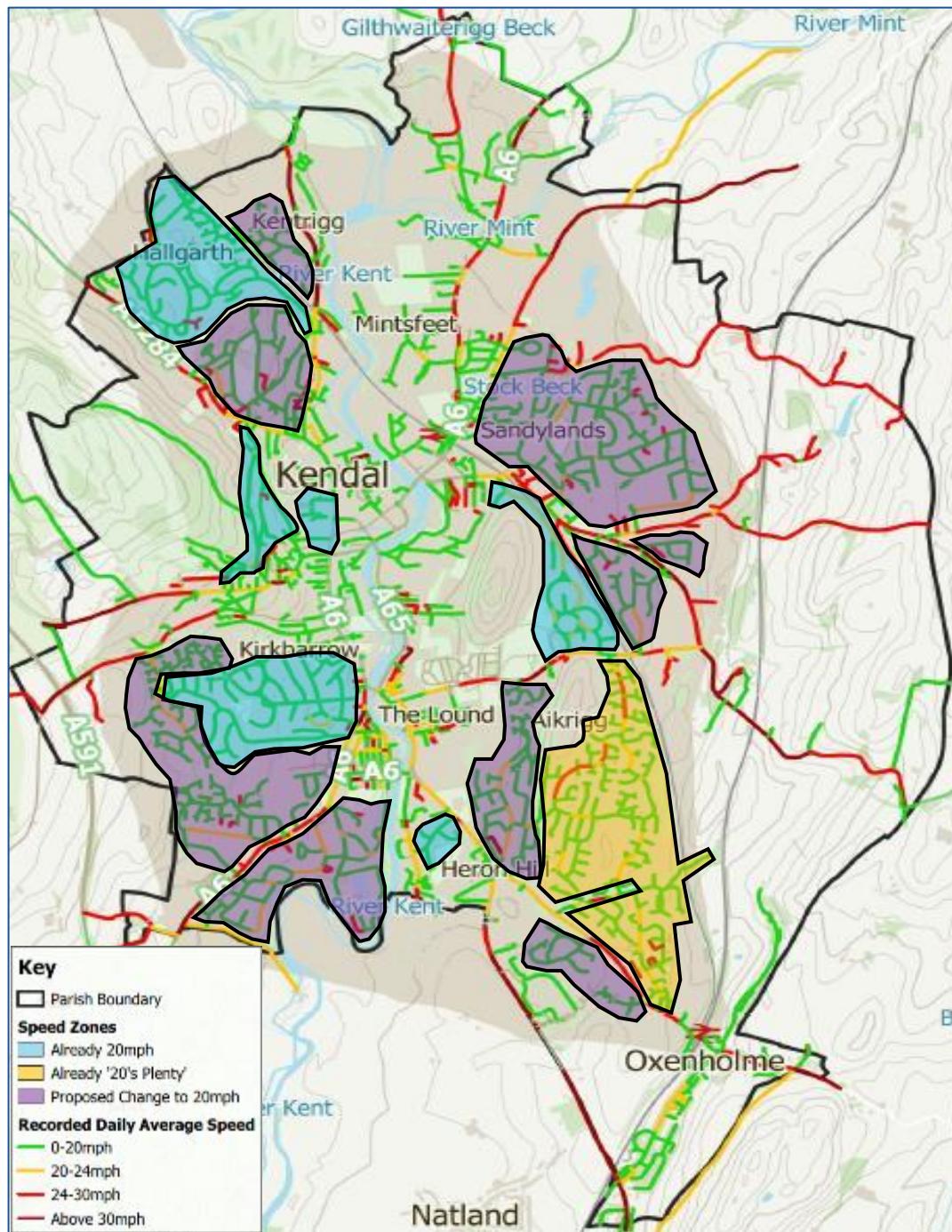
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### Residential Areas

- 5.1.7 If the introduction of 20mph limits on the arterial routes is not accepted for any reason, consideration has also been given to simply expanding 20mph zones to include additional residential areas. **Figure 5.2** provides an indicative illustration of an expansion of 20mph residential zones, which excludes the key arterial routes. A few other areas have also been excluded mainly as they are small areas of streets close to arterial routes that are short and where speeds are already 20mph or less. These could be included but will increase the cost

**Figure 5.2 Proposed 20mph Residential Zone Expansion**



## Town-wide 20mph Limit

- 5.1.8 Whilst the analysis has determined that there is justification for introducing a 20mph speed limit which covers much of the town, incorporating the town's arterial routes in and around the town centre, consideration has also been given to implementing a town-wide 20mph limit which covers all roads within the town's boundary.
- 5.1.9 This would mean moving some of the 20mph entry signs 'back' to the boundary, where current speed evidence is that speeds are higher than 24mph. There would be some consistency in this proposal, in that the entire town area would be subject to a 20mph limit. However there may also need to be some consideration of physical measures on some of the arterial routes to reduce speeds to close to 24mph. Initial consultation with Cumbria County Council has indicated that this is not likely to be supported, but further discussions with the speed evidence would be useful.
- 5.1.10 A town-wide scheme would require terminal signs placed at 15 locations where roads enter/exit the Kendal Town parish boundary.

## Cost Implications

- 5.1.11 It's worth noting that with the majority of the town option, the suggested locations of terminal signs on the arterial roads means that most residential areas fall inside the proposed town-wide speed limit area and this therefore removes the requirement to provide additional signage at the entry and exit points of residential estates.
- 5.1.12 In the scenario of simply expanding the amount of 20mph residential zones, this is therefore likely to mean more signage at entry and exit points to each residential area (some of which have more than 1 entry/exit point) which would otherwise be covered by arterial road signage in a town-wide scheme.
- 5.1.13 With the town-wide option, this would mean that all residential areas would fall within the town-wide zone and would therefore not require additional signage. However, a town-wide zone would require additional measures on the basis that it would incorporate sections of road which are currently subject to a 40mph speed limit or for which the national speed limit applies and for which recorded speeds are currently significantly in excess of the critical 24mph threshold. Some initial guidance on costs associated with this are considered in the following section.
- 5.1.14 An additional cost consideration is the cost associated with the removal of the existing signage associated with existing 20mph residential zones, where these are subsumed within a town-wide scheme. Some of these existing areas also have repeater signs, although it may be preferable to retain these.

## 6. Cost Analysis

### Introduction

- 6.1.1 This section provides an indicative cost assessment associated with the proposals considered in the previous section and in accordance with the latest guidance on signage requirements.

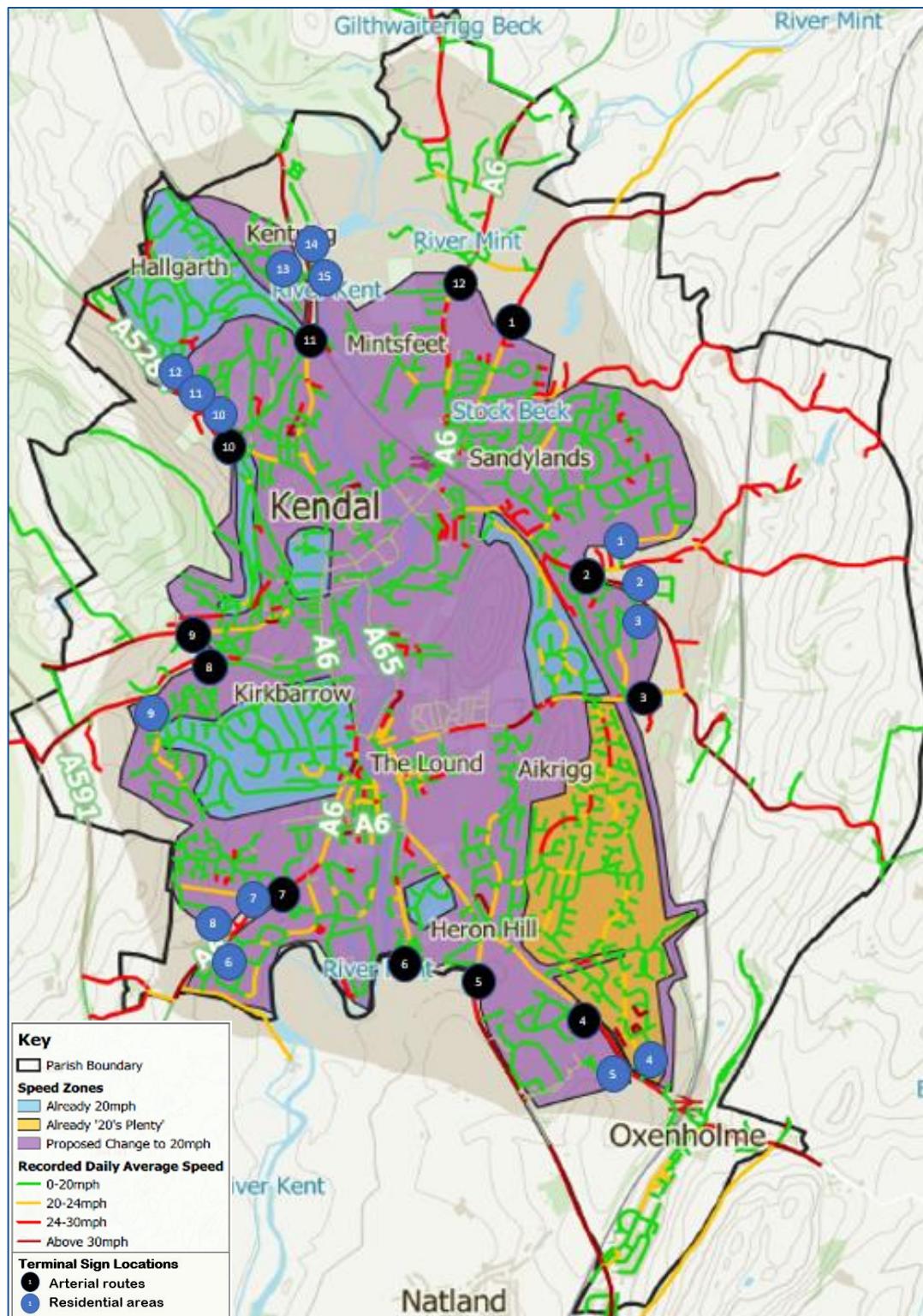
### Majority of Town 20mph Scheme

- 6.1.2 **Figure 6.1** provides an overall illustration of where it is considered that signage (shown in black) will be required on the periphery of a town-wide 20mph speed limit, taking account of residential areas (shown in blue) which fall outside of the proposed town-wide area.

## 20mph Zone Feasibility and Cost Estimate

Kendal

**Figure 6.1 Proposed Majority of Town 20mph Speed Limit Sign Locations**



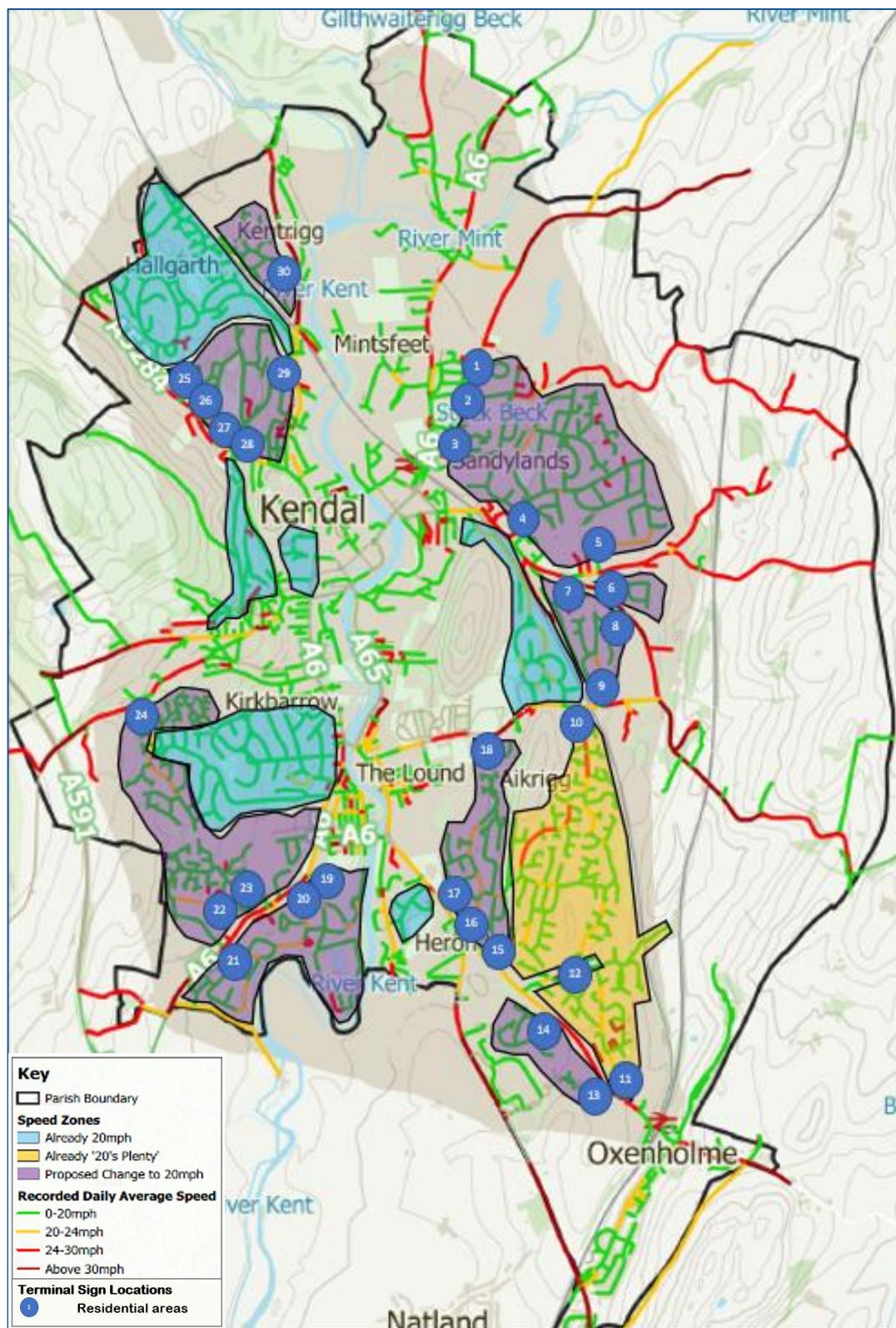
### Residential Zone Expansion Scheme

- 6.1.3 **Figure 6.2** provides an overall illustration of where it is considered that signage will be required based on expanding the coverage of residential areas with 20mph limits and excluding the arterial roads.

## 20mph Zone Feasibility and Cost Estimate

Kendal

**Figure 6.2 Proposed Expanded Residential 20mph Limit Sign Locations**



### Town-wide Scheme

- 6.1.4 A town-wide scheme would require less in terms of terminal signs at the entry and exit points than the two alternative schemes previously considered. However, due to the higher

## 20mph Zone Feasibility and Cost Estimate

Kendal

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recorded speeds on the town's arterial roads away from the centre, additional measures with associated costs would be required to assist with compliance.

- 6.1.5 Whilst, the two smaller schemes require signs (and in some cases lighting), as a minimum, there is a range of additional traffic calming measures which would need to be considered on the town's arterial routes towards the edge of the town boundary, in order to further enforce and encourage a reduction in speeds.

### Cost Considerations

- 6.1.6 The cost estimates are based on the following assumptions from projects elsewhere where possible; we have sought confirmation from Cumbria County Council of these but have as yet had a response. All costs exclude VAT.

- Terminal sign (entry/exit signage) including post – £400
- Illumination (for principal roads) – £945 per sign
- High friction coloured surfacing with 20mph roundel (if added) - £3,000 per location
- Sign removal (of existing 20mph terminal signage within town-wide scheme) – £100
- 20 mph roundel on road if used - £100
- Traffic Regulation Orders (TROs) - £5,000 to draw up and advertise etc. each zone
- Design and tendering fee – 15%
- Contingency - 15%

- 6.1.7 In a town-wide scenario if additional traffic calming measures would be required on the town's arterial routes away from the centre, such measures could take a number of forms, ranging from speed activated traffic lights to physical measures such as road narrowings.

- 6.1.8 One such example which has been discussed with KTC is the introduction of speed activated traffic lights. These traffic lights respond to vehicle speeds where they exceed the limit. They tend to be located within a few hundred metres inside the speed limit in order to bring speeding vehicles to a halt and encourage observation of the speed limit within the built-up area of a town. Research from elsewhere indicates that the implementation of one set of speed activated traffic lights can cost in the region of £150,000.

- 6.1.9 The introduction of such measures on 15 entry/exit points to the town boundary would therefore be very expensive. However, they may be applicable in particularly sensitive locations where existing speeds are high and/or where there is a high level of pedestrian/cycle activity, as well as residential frontages to arterial routes.

- 6.1.10 Whilst this would require a much more detailed analysis incorporating traffic engineering considerations to identify appropriate traffic light locations, a high level review of recorded speeds and vulnerable road user collisions in conjunction with road frontage characteristics suggests that possible locations where this measure (or indeed any other traffic calming measure) might be appropriate would be:

- A684, Singleton Park Road/Castle Green Road;

## 20mph Zone Feasibility and Cost Estimate

Kendal

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- B6254 Oxenholme Road;
- A5284, Windermere Road; and
- Burneside Road.

- 6.1.11 Whilst speed vehicle activated traffic signs would be an effective option, another much less expensive option would be vehicle-activated signs. As well as being relatively cheap they can be installed where there is no electricity, relying on solar power instead.
- 6.1.12 These cost approximately £10,000 per sign and are therefore likely to be more feasible for more widespread implementation in the town, in particular at locations where current speeds may be higher or there are more accidents, for example the four locations noted above.
- 6.1.13 In summary, this demonstrates that there is a wide range of potential costs to consider in terms of additional traffic calming or speed reduction measures which would be required for a town-wide scheme. In the table below we give a range between some 5 vehicle actuated signs (£50,000) to having vehicle activated lights for the 4 routes identified as being more sensitive locations (£600,000).
- 6.1.14 **Table 6.1** provides a summary of the breakdown of these cost elements for the town-wide, majority of town and residential area expansion options, whilst more detailed cost analysis is included in **Appendix A**.

**Table 6.1 20mph Scheme Cost Summary by Option**

Cost Element	Town-wide	Majority of Town	Residential Expansion
Signs costs	£25,915	£28,570	£24,000
TROs	£5,000	£5,000	£45,000
Traffic calming	£50,000 - £600,000	-	-
Subtotal	£80,915 - £630,915	£33,570	£69,000
Design Fee (15%)	£12,137 - £94,637	£5,035.5	£10,350
+ Contingency (15%)	£12,137 - £94,637	£5,035.5	£10,350
<b>Total</b>	<b>£105,190 - £820,190</b>	<b>£43,641</b>	<b>£89,700</b>

- 6.1.15 The TRO cost for the 'residential expansion' is £45,000 on the basis that it is £5,000 for each of nine new 'zones' – but this cost may be able to be reduced.
- 6.1.16 These costs do not yet include 20 mph repeater signs of any kind and/or any high friction surfacing with 20 mph roundel at the entry/exit points of the changed speed limit to reinforce the change to drivers. On-street roundels would cost approximately £100 each, while the coloured high friction surfacing would be £3,000 per location – if these were introduced on all the arterial roads this would add £36,000 to the cost. No consultation costs, third party costs have been included. We would recommend that some element of these measures be included in all the above options.

## 7. Implementation

### Introduction

- 7.1.1 In terms of implementing a 20mph scheme there are several key stages involved. Given that there are already several 20mph zones already within Kendal (including those which have recently been introduced), it is assumed that the Town Council already has some knowledge of the process of implementation.
- 7.1.2 The principle processes include scheme design and specification (including signage and road markings), engagement and consultation, the process of Traffic Regulation Orders (TROs), followed by the implementation of the speed limits and any supporting measures which may be required to encourage compliance.

### Phasing options

- 7.1.3 Clearly work on extension of individual zones could be a first step, but if this was later expanded to a 'most of town' or 'whole-town scheme' there would be some abortive costs. One other transition could be between a 'most of town' and 'whole-town scheme' by relocating signing further out.

### Scheme Design

- 7.1.4 Whilst this assessment has previously provided an initial consideration of scheme design in terms of where 20mph zones can be introduced/expanded, as well as where signage and road markings should be positioned and relocated, it is likely that this would need to be considered in greater detail as proposals move forwards.
- 7.1.5 In terms of scheme boundaries, the proposed extent of these has been largely based on the interpretation of the recorded speed data, focussing on those roads where speeds are generally below 24 mph and more commonly below 20 mph. Land use and the general characteristics of roads has helped inform this decision-making process.
- 7.1.6 Research from elsewhere confirms that smaller case studies use obvious urban features to identify scheme boundaries, with these often helping drivers to acknowledge a change in environment as they enter a 20mph area.
- 7.1.7 Additionally, it is noted that often strategic routes are excluded, as are streets with non-residential frontages or where compliance might be expected to be low. At the same time, sometimes streets which might be considered as less suited to a 20mph limit are included to avoid driver confusion in having isolated 30mph roads in what are otherwise blanket 20mph zones.

### Signs and Road Markings

- 7.1.8 Whilst ultimately the decision on the type and locations of any signs and road markings would be the responsibility of the local highway authority, this assessment has previously

## 20mph Zone Feasibility and Cost Estimate

Kendal

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considered the broad requirement for these in accordance with the proposed 20mph area for Kendal, primarily as part of providing an initial cost estimate.

- 7.1.9 Reviewing the current 20mph zones with Kendal, there is a mixture of signing and lining amongst the different schemes, as previously described in Section 3.

### Consultation

- 7.1.10 In terms of consultation, it's worth noting that the '*20mph Research Study*' undertaken by Atkins, AECOM and UCL, which reviewed a number of case study schemes, found that none of the schemes received substantial objections, with this potentially being attributed to the comprehensive approach to consultation that seemed to have been adopted.
- 7.1.11 In terms of Kendal, it is understood that a study was undertaken by the Town Council to gather opinions of residents in relation to the potential extension of 20mph speed limits across the town. The study found that the majority of respondents (59%) supported the principle of 20mph.
- 7.1.12 Therefore, there appears to be an overall positive view towards the implementation, although more detailed community consultation would be required as part of any specific proposals, as described in further detail below.

### Traffic Regulation Order (TRO) Process

- 7.1.13 Section 84 of the Road Traffic Regulation Act 1984 requires that local highway authorities are required to implement a TRO in order to make a new 20mph speed limit legally enforceable.
- 7.1.14 The TRO must be published in local newspapers and throughout the community, whilst statutory consultees, relevant stakeholders and the public must be consulted. A period of at least 21 days must be allowed for proposals to be given consideration and formal objections to be made, although early community engagement will usually help to minimise objections and delays in this process.
- 7.1.15 Although objections can lead to lengthy delays, a TRO can be delivered within 6-8 weeks. Although, it should be noted that in the case of Kendal, initial consultation with Cumbria County Council Highways has indicated that an existing high volume and backlog of TRO schemes currently means timescales for implementation are somewhat longer than would normally be expected.

### Implementation Timescales

- 7.1.16 Whilst small isolated schemes (such as those which already exist in Kendal), tend to be implemented in a single phase, larger schemes (such as a town-wide scheme) tend to be phased over a longer time period, with research showing examples of two to four year periods.
- 7.1.17 There are several benefits to implementation over a longer time. For example, it allows feedback and data to be gathered from early schemes which can help inform subsequent

## 20mph Zone Feasibility and Cost Estimate

Kendal

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scheme implementation. However, if there are longer timescales between consultation and implementation it can cause public confusion.

- 7.1.18 In terms of Kendal, given that there are already a number of existing 20mph zones which have been implemented over recent years, it is likely that there is already an understanding of the public reaction to these schemes, as well as the funding and resources involved. It is expected that this would therefore inform the timescales associated with the implementation of a town-wide scheme, and it should be at the lower end of the above timescales, approximately 2 years.

### Supporting Measures

- 7.1.19 Evidence from case studies elsewhere in the UK shows that there are often a range of measures which Local Authorities adopt to encourage compliance with 20mph limits.
- 7.1.20 Research undertaken by Toy, S (2012) on schemes previously implemented, classifies supporting measures according to:
- Education – explaining the importance of 20mph speed limits;
  - Enlightenment – developing a broad vision for 20mph;
  - Engagement – listening to local concerns;
  - Encouragement – visual reminders for keeping to the limit; and
  - Enforcement – warnings, sanctions, and penalties for breaking the limit

### Scheme Delivery

- 7.1.21 Whilst the delivery of schemes is nearly always led by the highway authority, there are normally several key delivery partners with different roles. Councillors have the responsibility for giving approval to Council officers to proceed, as well as promoting schemes and supporting consultation exercises.
- 7.1.22 The local police force will have an input in terms of agreeing the inclusion of roads, attending meetings and consultations, as well as in terms of enforcement and education, whilst partnership with health organisations will benefit in terms of promoting the active travel benefits of the scheme.

### Funding

- 7.1.23 Whilst most schemes are funded from Local Transport Funds and Sustainable Transport Funds, there are examples of schemes which have had substantial contributions from the health sector, in view of the active travel and health benefits which can be derived from 20mph schemes. This includes examples of funding from a Local Authority's Public Health Department as well as a Primary Care Trust. Schemes have also been known to be part funded using planning obligations from local developers.

## 8. Summary and Conclusions

- 8.1.1 This report has been prepared by Markides Associates to consider the costs associated with implementing 20mph speed limits throughout Kendal on behalf of Kendal Town Council. Whilst considering the costs of implementing 20mph speed limits on the town's roads, the study has also considered the timescales and practicalities associated with implementing such a scheme.
- 8.1.2 Following a review of the current policy and guidance in relation to the implementation of 20mph speed limits, a review of the current situation in Kendal has been provided, with this encompassing a review of existing speed limits and land uses on and adjacent to different parts of the road network. The review has confirmed that some existing roads within Kendal already have 20mph mandatory speed limits, including several large residential areas. Outside of these areas, the majority of Kendal's road network currently has a 30mph speed limit.
- 8.1.3 As part of the review of the current situation, an analysis of existing recorded speeds on different parts of the local road network has been undertaken based on OS Mastermap speed data.
- 8.1.4 The main points to note from this analysis are:
- The existing 20mph zones of Rinkfield, Kirkbarrow, Hallgarth, Queens Road, Castle Estate and Stricklandgate have recorded average speeds which are predominantly below 20mph;
  - The existing '20's Plenty' area near Aikrigg has recorded average speeds which are predominantly below 20mph;
  - Outside of these areas, recorded average speeds in other residential areas are predominantly below 20mph; and
  - Close to the town centre, the recorded average speeds on the arterial routes are predominantly below 20mph, generally being below 24 mph some way out from the town centre
- 8.1.5 On the basis that the roads identified above are considered appropriate for the implementation of 20mph speed limits, the study has gone to consider that there is justification to implement a 'majority of town' 20mph limit which includes both residential areas and the town's arterial roads in close proximity to the town centre. An alternative option has been considered, which excludes the arterial routes and expands existing residential 20mph zones to incorporate most other residential parts of the town. Cumbria County Council have expressed some caution about 20mph zones on the arterial routes. As requested by KTC, initial consideration has been given to additional traffic calming measures associated with a town-wide option.
- 8.1.6 The costs implications of these options have subsequently been considered in addition to the wider considerations of implementing 20mph speed limits on the wider road network of Kendal.

## FIGURES

- |            |   |
|------------|---|
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| Figure 5.1 | Proposed Majority of Town 20mph Speed Limit Sign Locations        |
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**20mph Zone Feasibility and Cost Estimate**

Kendal

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## APPENDIX A – COST ANALYSIS

## Kendal 20mph Study

Cost Analysis - Full Town with elements of traffic calming

<b>Unit cost</b>	Terminal sign	<b>£400</b> needs signage on front and reverse sides for entry and exit, assume requires 1 post
Repeater sign		<b>£240</b>
Illumination		<b>£945</b> only required on trunk and principal roads
High Friction colour Surfacing with 20mph roundel		<b>£3,000</b>
Sign removal		<b>£100</b>
TRO		<b>£5,000</b> assumed to be 1 for a town-wide scheme
Roundel		<b>£100</b>
Vehicle speed activated signs		<b>£10,000</b>
Vehicles speed activated traffic lights		<b>£150,000</b>

<b>New Signage</b> <b>No.</b>	<b>Principal Roads (black circles)</b>	<b>Terminal Sign</b>	<b>Illumination</b>	<b>Option</b>		
				<b>VA Signs</b>	<b>VA Lights</b>	
1 A685 Appleby Road	2		1	£12,137.25	£94,637.25	
2 Sedbergh Road	2		1	£12,137.25	£94,637.25	
3 A684 Singleton Park Road	2		1	£105,189.50	£820,189.50	
4 B8254 Oxenholme Road	2		0			
5 A65 Burton Road	2		1			
6 Oxenholme Lane	2		0			
7 Natland Road	2		0			
8 A6 Milnthorpe Road	2		1			
9 Brigsteer Road	2		0			
10 Underbarrow Road	2		0			
11 A5284 Windermere Road	2		1			
12 Burneside Road	2		0			
13 Giltwaiterrigg Lane	2		0			
14 A6 Shap Road	2		1			
15 Mealbank Road	2		0			
<b>Total</b>				<b>£18,615</b>		

<b>Traffic Calming</b> <b>No. Principal Roads (black circles)</b>		<b>VA Sign</b>	<b>VA Lights</b>	<b>Cost</b>	<b>Cost</b>
1 A685 Appleby Road				£0	£0
2 Sedbergh Road				£0	£0
3 A684 Singleton Park Road	1	1		£10,000	£150,000
4 B8254 Oxenholme Road	1	1		£10,000	£150,000
5 A65 Burton Road				£0	£0
6 Oxenholme Lane				£0	£0
7 Natland Road				£0	£0
8 A6 Milnthorpe Road				£0	£0
9 Brigsteer Road				£0	£0
10 Underbarrow Road				£0	£0
11 A5284 Windermere Road	2	1		£20,000	£150,000
12 Burneside Road	1	1		£10,000	£150,000
13 Giltwaiterrigg Lane				£0	£0
14 A6 Shap Road				£0	£0
15 Mealbank Road				£0	£0
<b>Total</b>				<b>£50,000</b>	<b>£600,000</b>

Sign Removal (assumed to be existing 20mph zone terminal signs only - repeater signs can be left in place, except for '20's Plenty signs

<b>Zone</b>	<b>Location</b>	<b>No.</b>	<b>Cost</b>
Castle Estate	Castle Road	4	£400
	Castle Dr./Gr.	8	£800
Aikrigg/Valley Dr. (20's Plenty)	Valley Drive	2	£200
area - all repeater signs will need to be removed/replaced as they are green '20's Plenty' signs	Hayclose Road	2	£200
Rinkfield	Internal	1	£100
	Eastern end	16	£1,600
	Western end	4	£400
Kirkbarrow	Vicarage Dr. (e)	4	£400
	Glebe Road	4	£400
	Westwood Ave.	2	£200
	Vicarage Dr. (w)	4	£400
	Barne Holme	4	£400
Kendal Fellside	High Tenterfell	4	£400
	Queen's Road	3	£300
Hallgarth	Sparrowmire Ln.	4	£400
Town Centre	Stricklandgate	3	£300
<b>Total</b>			<b>£7,300</b>

<b>TRO</b>	1	<b>£5,000</b>
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Cost Analysis - Majority of Town Option including sections of arterial routes and residential areas which fall outside the main town cordon.

Unit cost	Terminal sign	£400	needs signage on front and reverse sides for entry and exit, assume requires 1 post
Repeater sign		£240	
Illumination		£945	only required on trunk and principal roads
High Friction colour Surfacing with 20mph roundel		£3,000	
Sign removal		£100	
TRO		£5,000	assumed to be 1 for a majority of town scheme
Roundel		£100	

#### New Signage

##### No. Principal Roads (black circles)

- 1 A685 Appleby Road
- 2 A684 Sedbergh Road
- 3 Park Side Road
- 4 B8254 Oxenholme Road
- 5 A65 Burton Road
- 6 Natland Road
- 7 A6 Milnthorpe Road
- 8 Brigsteer Road
- 9 Underbarrow Road
- 10 A5284 Windermere Road
- 11 Burneside Road
- 12 A6 Shap Road

**Total**

##### No. Residential Roads outside of principal cordon (blue circles)

- 1 Sedbergh Drive
- 2 Oak Tree Road
- 3 Castle Green Close
- 4 Hayclose Road
- 5 Strawberry Fields
- 6 Kent Park Avenue
- 7 Lumley Road
- 8 Stonecross Road
- 9 Underwood
- 10 Green Hill
- 11 Fairfield Lane
- 12 Underley Road
- 13 Briarrigg
- 14 Kentrigg
- 15 Kentrigg Walk

**Total**

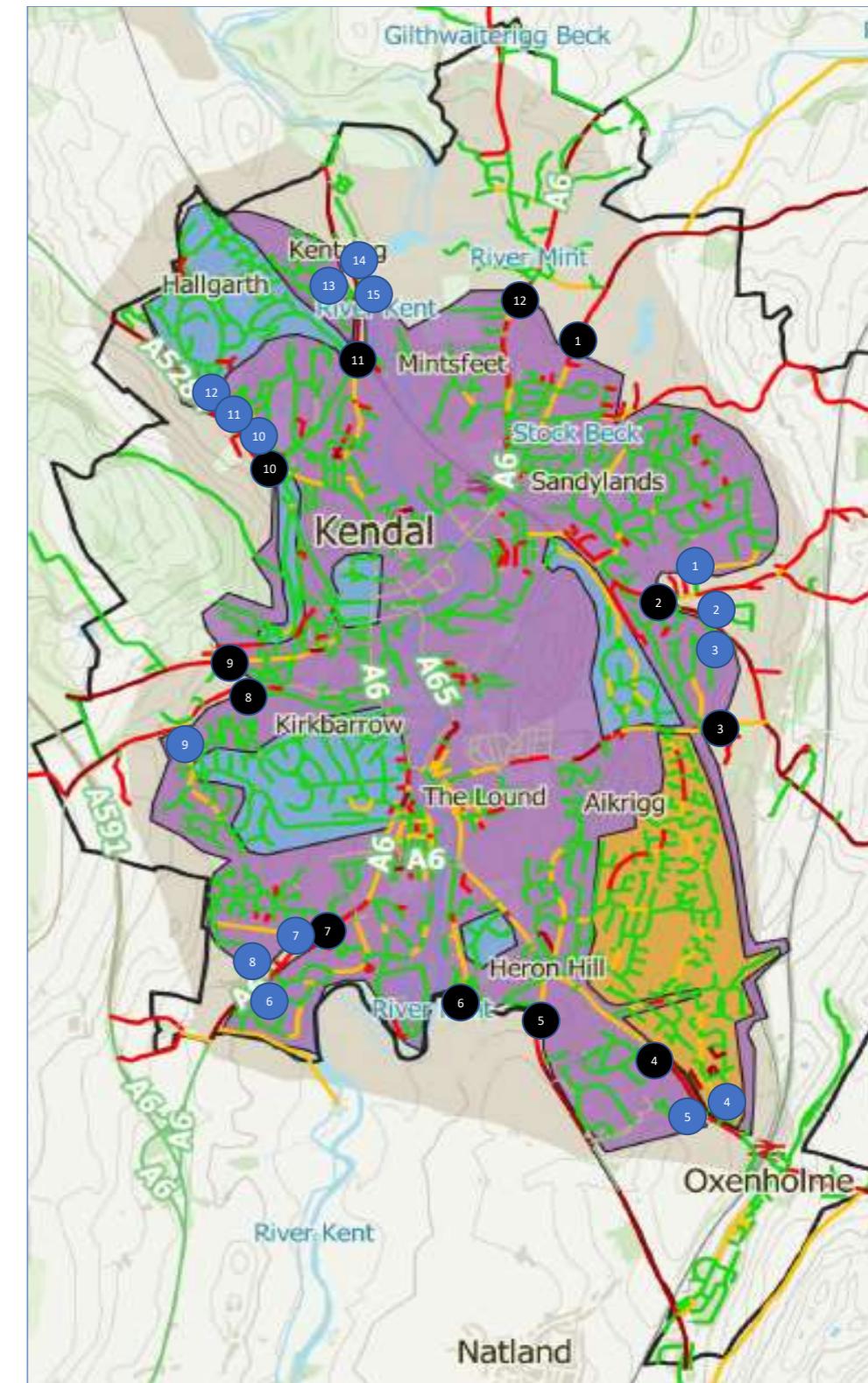
Sign Removal (assumed to be existing 20mph zone terminal signs only - repeater signs can be left in place, except for '20's Plenty signs

Zone	Location	No.	Cost
Castle Estate	Castle Road	4	£400
	Castle Dr./Gr.	8	£800
Aikrigg/Valley Dr. (20's Plenty) area - all repeater signs will need to be removed/replaced as they are green '20's Plenty' signs	Valley Drive	2	£200
	Hayclose Road	2	£200
	Esthwaite Ave.	1	£100
Rinkfield	Internal	16	£1,600
	Eastern end	4	£400
	Western end	4	£400
Kirkbarrow	Vicarage Dr. (e)	4	£400
	Glebe Road	4	£400
	Westwood Ave.	2	£200
	Vicarage Dr. (w)	4	£400
Kendal Fellside	Barne Holme	4	£400
	High Tenterfell	4	£400
	Queen's Road	3	£300
Hallgarth Town Centre	Sparrowmire Ln.	4	£400
	Stricklandgate	3	£300
<b>Total</b>			<b>£7,300</b>

**TRO**

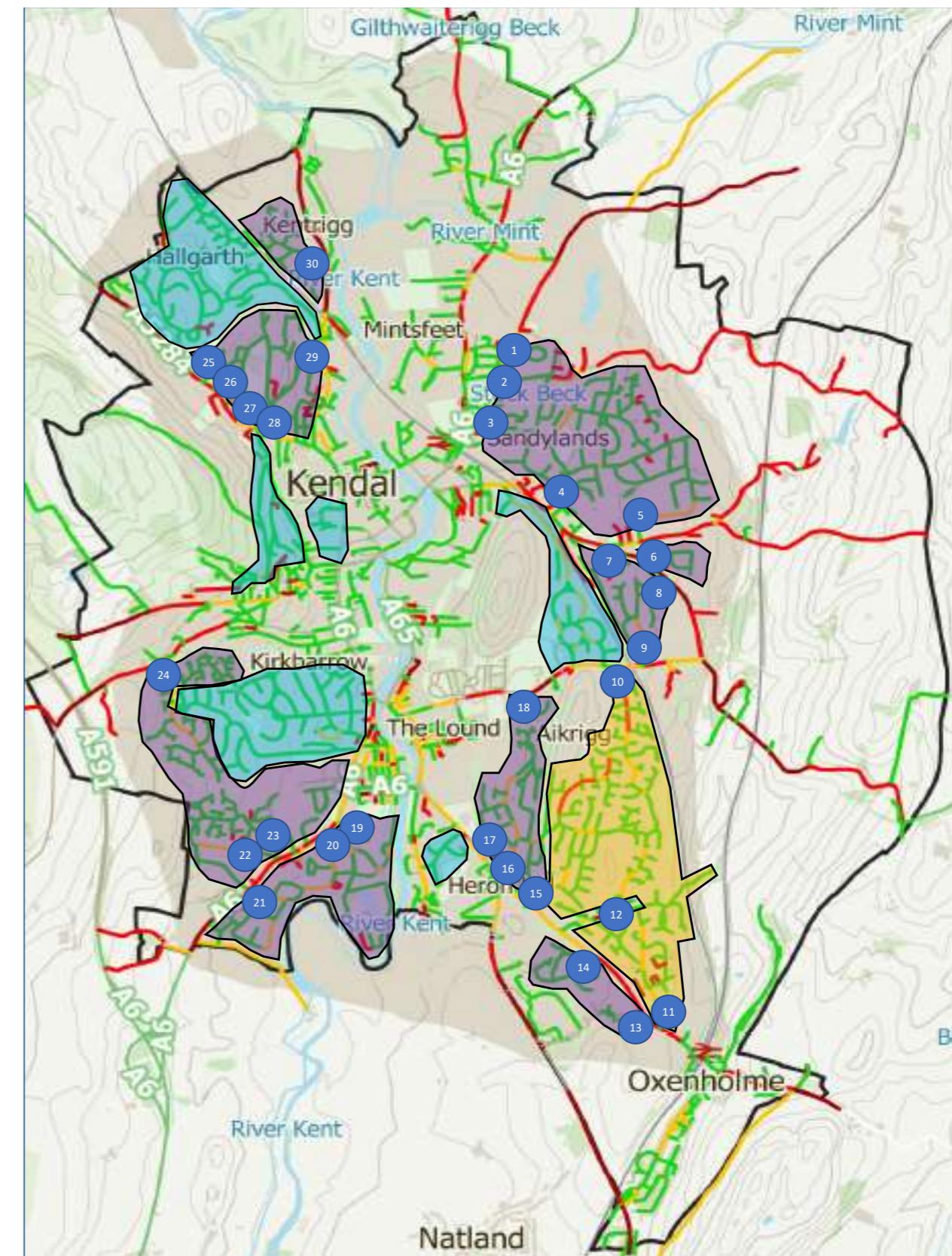
1

**£5,000**



Cost Analysis - Alternative Option, the addition of more residential zones (shown purple)

<b>New Signage</b>	<b>Unit cost</b>	<b>Terminal sign</b>	<b>£400</b> signage on front and reverse sides for entry and exit, requires 1 pos
<b>No. Residential Roads</b>	<b>Terminal Sign</b>	<b>Cost</b>	<b>Design Fee</b>
1 Spital Park	2	£800	£10,350.00
2 Fowl Ing Lane	2	£800	£10,350.00
3 Sandylands Road (w)	2	£800	
4 Sandylands Road (s)	2	£800	
5 Sedbergh Drive	2	£800	
6 Oak Tree Road	2	£800	
7 Rusland Park	2	£800	
8 Castle Green Close	2	£800	
9 Larch Grove	2	£800	
10 Valley Drive	2	£800	
11 Hayclose Road	2	£800	
12 Kendal Parks Road	2	£800	
13 Strawberry Fields	2	£800	
14 Whinlatter Drive	2	£800	
15 Murley Moss Lane	2	£800	
16 Heron Hill	2	£800	
17 Heron Hill (one way)	2	£800	
18 Archers Meadow	2	£800	
19 Wattfield Road	2	£800	
20 Bellingham Road	2	£800	
21 Kent Park Avenue	2	£800	
22 Stonecross Road	2	£800	
23 Collin Road	2	£800	
24 Underwood	2	£800	
25 Underley Road	2	£800	
26 Fairfield Lane	2	£800	
27 Green Hill	2	£800	
28 Green Road	2	£800	
29 Horncop Lane	2	£800	
30 Briarrigg	2	£800	
<b>Total</b>		<b>£24,000</b>	
<b>Sign Removal (not required, although '20's Plenty' signs in Aikrigg/Valley Drive area will need replacing)</b>			
<b>Total</b>		<b>£0</b>	
<b>TRO</b>	<b>9</b>	<b>£45,000</b>	



## Development Fund Proposal 1

### ***Citizens Jury Recommendations Task Force***

**Cllrs Owen & Cllr Rowley**

#### **Context**

- Opportunity to honour the community led democratic approach of the Jury by reengaging Jury members with the organisations who have the potential to bring about change
- Create a long term project that ensures the recommendations are acted upon

#### **Purpose**

- To encourage committed organisations to action the recommendations
- To monitor and collate the progress of committed organisations
- To suggest partnership approaches
- To fund required actions where possible

#### **Who is the task force?**

- Jury members
- Kendal Town Council and other committed organisations

#### **Why these members?**

- Kendal Town Council instigated the project and therefore have a duty to continue its momentum. Kendal Town Council have less statutory responsibilities and can therefore more easily shape its work programme and funding according to the recommendations (ie development fund criteria could be based on the recommendations)
- Jury members want to see their dedication reflected in the implementation of the recommendations. They can hold organisations to account based on the learning provided during the Citizens Jury.
- Committed members have formed the Jury Oversight Panel and have pledged to consider and implement the Jury recommendations where possible.

#### **How will it function?**

- Kendal Town Council will invite committed organisations and Jury members to Task Force update meetings twice a year
- Each committed organisation (including Kendal Town Council) will present their progress after setting their own internal goals to action the Jury's recommendations.

- Jury members will ask questions and oversee progress to ensure it aligns with the intention behind each recommendation.
- Kendal Town Council will oversee the Shared Futures commission and co-ordinate any partnership and or funding opportunities that arise as a result of the Task Force meetings.

### **Funding Required - £5280 over three years**

- This will pay for a Shared Futures to prepare and facilitate Jury involvement in two Recommendation Task Force meetings per year for three years.
- Costings for one meeting:
  - Planning and facilitation of one pre meeting workshop with jury members
  - Liaison with jury members to secure attendance
  - Preparation of materials.
  - Planning and facilitation of task force meeting
  - Facilitator time £400
  - Jury Vouchers £480 (based on 12 members in attendance at both premeeting workshop and task force meeting)
  - Total cost per meeting £880 (x6 = £5280)

### **How does this link to the film and private screening?**

- This approach builds on the film and private screenings by creating an opportunity for Jury members to continue to be involved and for them to be the main anchor of the task force.
- The private screenings will provide the opportunity for Jury members to directly ask organisations to consider the recommendations and report back to them on a set date (April?) about their progress.

### **What happens if Jury members aren't involved in the Task Force?**

- The recommendations could be viewed in isolation and be lost amongst other organisational responsibilities
- The opportunity for accountability is less, Jury representation at regular meetings is stronger than an update via email
- Reporting back to jury members may create healthy competition between committed organisations

## Development Fund Proposal 2

### ***Town Centre Defibrillator***

**Cllr Emmon Hennessey**

#### **Purpose**

- To utilise the opportunity to adapt the BT phone box on Stricklandgate
- Kendal First Responders have said a defib here would be useful should a member of the public need to be directed to a AED. The existing AED locations are listed below and Kendal First Responders think it demonstrates the need for one in this area.

#### **Costs**

- £1600 to purchase and install a defibrillator and protective case

#### **For info**

- KTC's budget timescales do not align with BT's
- BT cannot guarantee the box won't be removed before April.
- If approved, KTC should adopt the phone box in advance of the funds being released to install the defibrillator in the next financial year.

#### **Current AED locations**

- Romneys
- Kendal Football Club
- Blackhall Road (Hole in the wall kiosk)
- Greengate Lane
- St Thomas Parish Church
- Skelsmergh Community hall
- Neitherfield Cricket Club
- Kendal RUFC
- Ibis Club Minstfeild Road
- Sandgate School
- Burneside Road
- Kendal United Reformed Church
- Booths
- Kendal Train Station
- Lakeland Westmorland Business Park



## Development Fund Proposal 3

### *Belmont Biodiversity Garden*

**Cllr Giles Archibald**

#### **Purpose**

- To transform a currently derelict area into a biodiversity garden

#### **Costs**

- £1000 to develop a project plan
- Fellside Forum and SLDC (Via Cllr Archibald's locality budget) have agreed to commit funds



## Lancaster Canal Regeneration Partnership *Kendal to Lancaster Towpath Trail*

- Annual partners fee £250
- Annual Co-ordinator contribution £2,250
- Feasibility Study £3000

### **LCRP Background**

Cllr Rowley and Cllr Blackman represent Kendal Town Council on the LCRP.

LCRP are made up of strategic partners, who all subscribe to the ambitions around a fully accessible Lancaster Canal Towpath Trail along with the long term vision for a fully restored and navigable canal between Tewitfield and Kendal.

The executive partners for the partnership include: Canal and River Trust, Inland Waterways Association, Lancaster Canal Trust, Kendal Town Council, Lancaster City Council, South Lakeland District Council, Cumbria County Council and Lancashire County Council.

### **Proposal**

*(from LCRP Chair)*

Dear Partner,

Thank you for your ongoing and unwavering support for our shared vision for the Lancaster Canal Towpath Trail and of the Lancaster Canal Regeneration Partnership.

Until now, with the uncertainties and worries of the pandemic situation, we've held off on sending our invoice for the partner contributions to allow you to adapt to an increase and redirection of workloads towards the national and local effort to keep everyone safe, and we hope that this is now a better time for this request to come to you. We would also like to take this opportunity to thank you for your efforts throughout these difficult times.

The lockdown and recovery period has given us an opportunity to reflect, review and refresh our ways of working and how we go about achieving our collective ambition. Now, more than ever, the importance of physical activity, health and wellbeing and accessibility to the outdoors is paramount, and, as an active partnership, we want to play an increasingly active role across South Lakeland and North Lancashire to ensure that our Towpath Trail is accessible, affordable, and open to everyone.

A reminder of our 2019/20 progress:

- 2019 saw the celebrations of the Lancaster Canal Bicentenary with lots of activities engaging local communities and attracting people from afar;
- Work beginning on our Sport England funded surface and access improvements;

- NLHF funded programme with many new volunteers joining and local communities taking part in organised activities and helping plan the future programme;
- Branding completed for the Towpath Trail (see below!).

What does 2020/21 hold for the LCRP?

- We are looking to appoint a consultant to undertake a route feasibility study for the entire Lancaster Canal Towpath Trail. This will take into account partner's ambitions and strategic connectivity of walking and cycling routes between the towpath trail and the wider network of routes in the area;
- We are aiming to bring support to the group from the private sector and build stronger partnerships with canal stakeholders;
- Develop a 2020-2025 vision for the partnership that will help focus our activity, communicate our ambitions and attract new funding;
- Begin conversations with major funding bodies;
- Implement our new brand and raise the profile of both the partnership and the Towpath Trail within our canal communities and beyond;
- Recruit a new chairperson to drive forward our ambitions locally, regionally and nationally.

Of course, we can't do any of this without your ongoing support and commitment. We are dedicated to our Project Manager role, that gives us 16 hours of project work a week, funded entirely through our partner contributions, to deliver our shared vision for the Lancaster Canal Towpath Trail accessible multi-user leisure route.

With full support from our Executive Board at the August meeting, made up of your representatives and partner representatives, we attach our invoice for the year one contribution to the two year Project Management commitment and contract (£2,250 annually), alongside the administration contribution (£250 annually) totaling £2,500. Your contribution will make a significant impact toward the delivery of the Towpath Trail.

At our last Executive Board, partners agreed the proposal to contract an independent expert active travel consultant to produce a feasibility study that assesses the improvements required along the whole Lancaster Canal Towpath Trail. This will provide a vision for the future of an accessible trail of the highest quality for walkers, cyclists and people with low mobility. We will engage with landowners during the study and use the findings to attract new large scale investment and support in the community. It will focus the partnership's goals on achievable solutions that link into wider infrastructure and active transport networks in the region. We are therefore asking some of our other partners to contribute an additional £3,000 each towards this.

If you need to discuss anything regarding making a payment, please contact Richard Frank via [lcrp.richard@outlook.com](mailto:lcrp.richard@outlook.com).

Yours Sincerely,

Robin Yates

Chair (Interim), LCRP



**Development Fund Proposal  
Kendal Composting Scheme  
Cllr Chris Rowley**

SLACC has applied to the Biodiversity Fund for £500 to pay for a feasibility study for a community composting project to assess whether it is feasible for Kendal Town Council to start a phase 2 funding which would then begin to process any compostable materials to support the environmental objectives of KTC and SLDC. **This is an application for £5000** to enable PHASE 2 OF THE PROJECT which would focus on the councils own compostable waste.

Specifically to:

- 1) Process mown grass from wild flower areas in and around Kendal. (Potentially other benefits such as small-scale seed collection from favoured sites)
- 2) Process leaf mould into marketable compost or for use in Town and District planting beds.
- 3) Reuse wood chips from tree operations in Kendal in the composting process.
- 4) Potentially establish a food waste composting facility.
- 5) Apply Nationally for grants for a phase 3 which would enable the expansion of the project to include local food businesses and schools through the use of a rapid digester composter.

The land so far identified for this sits behind the HWRC depot in Kendal. It is owned by SLDC but leased to KTC so it is within our brief to decide on its use. (See map below, marked with an arrow)

This could be a nationally significant pilot project, which would provide a model of municipal composting with multiple benefits supporting environmental improvements in the townscape. It is intended to work with a University to fully research and evaluate the environmental, carbon-balance and economic benefits of this facility.

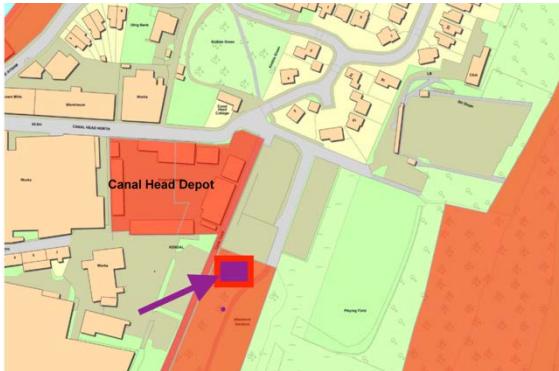
In terms of biodiversity in Kendal the project would capture valuable soil nutrients which are currently lost from the town. In order to promote biodiversity, local processing of natural, locally-sourced compostable materials will make it possible for the supply of compost to the Town Council and ultimately other projects thus reducing the need for importing either peat-free compost (which brings with it a high carbon cost in transport) or using peat-based compost (which is hugely damaging to regional ecosystems). Where composted materials are used as an un-sterilised garden compost, soil micro-organisms including microrhizal fungi and many beneficial soil organisms are returned to the soil, ensuring a biodiverse soil.

*For Phase 3 we would apply for funding from National and Local granting organisations for another £30,000 to purchase the necessary equipment to go onto the site to fulfil more extensive collection of compostable products.*

*£ 30,000*

*We will seek funding from a National Supermarket environmental fund. £ 20,000*

*Total Phase 3 funding £55,000*



Potential carbon reductions of both phase 2 and 3

It is hoped to manage as many transport operations as possible on an e-cargo bicycle (Phase 3), reducing transport derived carbon (this does not include bulk haulage of loose compostable materials).

Carbon in composted materials is stored and reused as garden compost.

Carbon reductions by removing need to

import compost.

Carbon reductions by not mining natural peat sources.

## **Development Fund Proposal**

### ***Kendal Local Walking & Cycling Infrastructure Plan***

**Cllr Owen & Cllr Cornthwaite**

#### **Background**

CCC are developing a Kendal Local Walking and Cycling Infrastructure Plan (KLWCIP) to improve walking and cycling infrastructure.

A project delivery and review group has been created to appraise and direct the progress of the plan. The Kendal Town Council representative is Cllr Jon Owen.

CCC are also developing a vision for the Kendal River Corridor, this vision will be aligned with the KLWCIP.

Cllr Cornthwaite has secured funding and developed preliminary plans for improved access on the East Bank of the River Kent near Mintsfeet. This scheme is more likely to secure funding if developed under the umbrella of the KLWCIP.

#### **Proposal**

- Ringfence £5000 per year for three years to be utilised for improvement schemes led by the KLWCIP
- E&H Councillors to authorise spend of this allocation and therefore feed directly into the development of the KLWCIP

## Development Fund Proposal

### *Somervell Garden*

**Cllr Emmon Hennessy**

#### **Background**

**IN 2005** Members of Kendal Town Council agreed that work should be completed on the Somervell Garden along Kendal's historic Waterside to create a memorial to the town's 19th Century industrial heritage.

The initial improvements were funded by a £17,000 grant from the Somervell Trust and Kendal Town Council pay an annual maintenance fee to SLDC of £500 per year.

#### **Purpose**

- To make the current green space wildlife friendly via native planting

#### **Costs**

- £1500 to develop a plan and source materials
- Subject to approval from SLDC



## **Development Fund Proposal**

### **Kendal Castle Pump Track**

**Cllr Eammon Hennessy**

#### **Background**

Resident Janet Willis attended September's Environment & highways Committee meeting and requested the Town Council develop the idea of installing a pump track at Kendal Castle to provide a place for young people to practice their skills. There is a current issue at around Fellside where bikers currently practice because of limited choices.

#### **Proposal**

- £2000 to fund development and feasibility work
- Subject to partnership working with SLDC as Kendal Castle landowners

**Request for consideration for funding from the Environment & Highways Committee  
For the Kendal Flood Relief Scheme – Improved Connectivity Project**

**Development Fund Proposal**

**Kendal Flood Relief Scheme – Improved Connectivity Project**

**Cllr Brooke and Cllr Cornthwaite**

**Background:**

The intention of the Kendal Flood Relief Scheme Improved Connectivity Project is to engage with the EA and other bodies to improve connectivity and the surfaces and durability of footpaths, cycleways and shared use routes, trails and add user-friendly mobility access to existing and planned new biodiversity/public realm areas throughout the river corridor, from North to South of Kendal.

During the various engineering works by the Environment Agency (EA) through the river corridor, we have highlighted a need for the EA and Cumbria County Council (CCC) to commit to providing and enhancing several public realm areas. These are areas that will benefit the community, they will be created or improved to give the reaches the ability to attract people, residents and visitors alike. They will strengthen the long-term viability of the environment friendly green spaces. Areas that will give people the chance to connect with the river its flora and its wildlife. These areas in turn will be connected with a network of safe and user friendly access routes.

The hope is that as you enter Kendal either from the Southern or Northern ends, or indeed from any point in between, that there will be dry, sound footpaths, cycleways and shared use structures, that will encourage use and will also give schools the opportunity to access these areas as safe routes to school or for class field trips to enhance their pupils green education and environmental experience.

As a result of the flood relief scheme there is a wonderful and new opportunity to work alongside the professionals in creating and maintaining a wide range of biodiversity projects and linked paths, a chance also, for Kendal to introduce and nurture many natural varieties of plants, trees, wild flowers and grasses, and in addition creating pond areas to allow a haven for plant life, wildlife and insects to thrive, in turn attracting our residents and visitors of all ages to engage and hopefully help contribute to a behavioural change for a greener future. Every area that we can green manage and link with accessible pathways will help in Kendal Town Council endeavours to reduce carbon pollution and our carbon footprint, this will support Kendal declaring itself a future carbon neutral town by the 2030's.

**The Project:**

The project will deliver an improved path as part of the Kendal Flood Relief Scheme, which will link Beezon Fields with Mintsfeet North. This will allow access to the riverside for residents and link in with an improved and continuous network of paths from Helsington Laithes in the South to Sandy Bottoms in the North.

This stretch of the riverside is currently in private ownership. The owner has been approached and is keen to engage with this project to deliver a high quality path adjacent to the river linking up with other improvements planned as part of this ambitious scheme.

There is limited time to tie in all the various elements of the riverside improvements with the ongoing work of the Environment Agency's flood relief scheme.

The project delivers against several of KTC's priority outcomes including:

Budget Priorities – Town Centre Vibrancy and Health and Well Being.

Priority Outcome – Supports Sustainable Travel Outcomes

**Funding Required:**

The total funding for the delivery is estimated to be in the region of £50k -£75k.

**Request for consideration for funding from the Environment & Highways Committee**

**For the Kendal Flood Relief Scheme – Improved Connectivity Project**

Funding is being sought from a number of other sources, but it is hoped that KTC can commit: £15k for each of 2 years  
2021-2023.

A total commitment of £30k from KTC will help attract funding from other sources that will enable the delivery of this important scheme in the timeframe required.

Jonathan Cornthwaite  
Chair of the KTCFRSWG  
20<sup>th</sup> November 2020

## KENDAL TOWN COUNCIL - ENVIRONMENT &amp; HIGHWAYS COMMITTEE

## BUDGETARY CONTROL STATEMENT: EXPENDITURE TO 31 OCTOBER 2020

2020/21 Approved Budget	Heading	Actual to date	Commitments	Total to date	Budget Remaining
£		£	£	£	£
22,610	<b>Environment:</b>				
500	1 Staffing	13,189	9,421	22,610	0
	2 Somervell Garden Maintenance			0	500
23,110	<b>Sub-Total:</b>	13,189	9,421	22,610	500
	<b>Highways &amp; Infrastructure:</b>				
2,700	3 Infrastructure Maintenance	2,320		2,320	380
2,500	4 Litter Bin Emptying	1,560		1,560	940
3,500	5 New Infrastructure (maybe reallocated to Jury)	3,500		3,500	0
2,680	6 Lighting - running costs	2,680		2,680	(0)
	Overspend (re agreement to accrue from previous yr)	721	1,650	2,371	(2,371)
11,380	<b>Sub-Total:</b>	10,781	1,650	12,431	(1,051)
34,490	<b>Environment &amp; Highways Total:</b>	23,970	11,071	35,041	(551)
	<b>Action Plan Projects Overseen by E&amp;H:</b>				
13,266	7 Green Wall Project			0	13,266
1,680	8 Signage Improvements	1,230		1,230	450
5,000	9 Yard Signage	374		374	4,626
5,000	10 Kendal Castle Directional Signage	2,185		2,185	2,815
2,000	11 Fletcher Park Enhancements	500		500	1,500
3,000	12 New Gates Hallgarth Play Area - SLDC led	3,000		3,000	0
5,000	13 Nobles Rest Entrance Improvements (Civic Soc led)			0	5,000
4,000	14 Planter Cladding	3,840		3,840	160
7,000	15 Kendal Leaflet Series	2,256	400	2,656	4,344
12,000	16 Support 20's Plenty Project	3,074	4,629	7,703	4,297
6,600	17 To Support Biodiversity		1,000	1,000	5,600
		16,459	6,029	22,488	42,058
19,820	18 Carbon Neutrality - Citizens' Jury	9,910	9,910	19,820	0
	Citizens' Jury Receipts (Crowdfunder/SLDC)	(4,000)			4,000
143	<b>Environment Reserve (Parks, Gardens &amp; Open Spaces):</b>			0	143
143					
143					
143					
143					