KIRKBARROW KENDAL
20MPH ZONE WITH TRAFFIC CALMING

1.0 EXECUTIVE SUMMARY

1.1 This report provides a review of the consultation on a proposed scheme to implement a 20mph zone for the Kirkbarrow Estate in Kendal.

1.2 The scheme proposes to make the Kirkbarrow Estate a 20mph zone with signs at the three entry points into Kirkbarrow; on Glebe Road, Anchorite Road and Barn Holme. As a 20mph Zone the scheme includes proposals for 9 round top humps across the carriageway as traffic calming. Signs indicating the existing road humps located on Anchorite Fields and Glebe Road are proposed to be removed as part of the works.

1.3 The scheme design is shown on the plan in Appendix 1.

2.0 STRATEGIC PLANNING AND EQUALITY IMPLICATIONS

2.1 The introduction of Highway Improvements is a devolved function of this Local Committee and helps support County Council objectives towards meeting its casualty reduction targets.

2.2 The proposals do not have equality implications.

3.0 RECOMMENDATION

3.1 That the Committee agree that The County of Cumbria (Various Roads in the District of South Lakeland) (Consolidation and Provision of...
Speed Limits) (Order 2007) Variation (No.7) Order 20<< for the introduction of a 20 mph zone on the Kirkbarrow Estate in Kendal be implemented as advertised, having taken into consideration the matters contained in Section 122(2) of the Road Traffic Regulation Act 1984 which are more specifically referred to at paragraph 7.2 of this Report, including the introduction of the 9 road humps with one amendment, namely:

3.1.1 One additional road humps is proposed for Well Ings near properties numbered 10/12 -13/15 subject to consultation for a Section 90A-F Road Hump notice for traffic calming features.

4.0 BACKGROUND

4.1 Kirkbarrow Residents Association have been in contact with Cumbria Highways over a number of years regarding concerns about speeding vehicles across the Estate. Speed monitoring was undertaken in 2009 to determine what speeds vehicles were travelling at. The speed data showed that average speeds were lower where there is existing traffic calming; on Anchorite Road and Glebe Road. In order to implement a 20mph speed limit it was recommended that a zone was introduced with traffic calming.

4.2 A draft scheme showing a 20mph zone to cover the whole estate was designed in 2010. Preliminary consultation on a 20mph zone with traffic calming was undertaken in the form of a letter and plan in January 2011. In total 50 responses were received from residents and 38 were in support of a 20mph speed limit however only 30 supported the 20mph zone with traffic calming.

4.3 Cumbria Highways attended the Kirkbarrow Residents Association meeting on 6 April 2011 where the consultation and outcomes were discussed. Officers recommended that without the traffic calming it was unlikely that a large reduction in vehicle speeds would be achieved. It was considered that as support had been demonstrated for a 20mph zone scheme with traffic calming that a traffic regulation order should be prepared for advertising and consultation.

4.4 A scheme design proposal was prepared in August 2011 and a traffic regulation order drafted. Formal advertising and consultation for the 20mph zone with section 90 A-F Road Hump notices was undertaken from 15 September 2011. A letter was sent to all statutory consultees and a letter drop was undertaken for all residents indicating the proposals and the statutory 21 day objection period.

4.5 Appendix 1 sets out the reasons for the proposals.

4.6 Appendix 2 shows the plans of the proposals.

4.7 Four responses were received from statutory consultees and seven from residents. Appendix 3 sets out the response to consultation and advertising proposals together with a discussion of these leading to the recommendations of this report.
5.0 **OPTIONS**

5.1 Local Committee may approve, reject or amend the modifications.

6.0 **RESOURCE AND VALUE FOR MONEY IMPLICATIONS**

6.1 The scheme is an Annual Package of Measures scheme from 2010/1. The scheme if approved is to be programmed with surfacing works taking place on Greengate Lane and Anchorite Fields.

6.2 The estimated cost of the traffic calming scheme is £32,000 compared to the approved carry-forward budget of £23,324. This overspend could be accommodated from anticipated underspends in the devolved capital budget and the Highways Working Group would be requested to make recommendations regarding revised budgets at its meeting in December 2011.

6.3 The implementation of the 20mph zone would allow existing illuminated road hump warning signs to be removed with long term energy savings and reduction in street clutter. However, the estimated cost of removal and the associated power disconnections would be approximately £10,330. This cost could be accommodated from anticipated underspends in the devolved capital budget and the Highways Working Group would be requested to make recommendations regarding revised budgets at its meeting in December 2011.

7.0 **LEGAL IMPLICATIONS**

7.1 The County Council, as Traffic Authority, having taken into consideration the matters contained in section 122(2) of the Road Traffic Regulation Act 1984 ("the 1984 Act") detailed below at paragraph 7.2, considers that it is expedient to agree to the implementation of the Order detailed at paragraph 3.1 of this Report, for the reason specified at section 1(1)(a) of the 1984 Act, namely for avoiding danger to persons or other traffic using the road or for preventing the likelihood of any such danger arising.

7.2 Under Section 122(2), the matters which were taken into account in exercising that duty are: -

(a) The desirability of securing and maintaining reasonable access to premises;

(b) the effect on amenities of an area;

(c) the national air quality strategy prepared under section 80 of the Environment Act 1995;

(d) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
any other matters appearing to the authority to be relevant.

**8.0 CONCLUSION**

8.1 The Police and Ghyllside Primary School have no objections. Kirkbarrow Residents Association support the proposals, however there was a request for one additional hump in Well Ings. The additional hump has been considered and consultation is currently ongoing.

8.2 One letter was received in support. Seven objections have been received, two of which support the 20mph speed limit but not the road humps. There are no overriding reasons to concede the objections.

8.3 It is recommended that the scheme proposals are approved with the additional road hump on Well Ings subject to the additional road hump consultation outcome.

Andrew Moss  
Assistant Director of Highways and Transportation  

*October 2011*

**APPENDICES**

- **Appendix 1** Kirkbarrow Statement of Reasons
- **Appendix 2a** Kirkbarrow Estate Consultation Plan
- **Appendix 2b** Well Ings Road Hump Plan
- **Appendix 3** Consultation Responses

**IMPLICATIONS**

Electoral Division(s): Kendal Highgate Geoff Cook

*Please remove whichever option is not applicable*

- Executive Decision
- Key Decision
- If a Key Decision, is the proposal published in the current Forward Plan? Yes No N/A
- Is the decision exempt from call-in on grounds of urgency? No
- If exempt from call-in, has the agreement of the Chair of the relevant Overview and Scrutiny Committee been sought or obtained? No N/A
- Has this matter been considered by Overview and Scrutiny? No
- Has an environmental or sustainability impact assessment been undertaken? No
Has an equality impact assessment been undertaken?  

No

PREVIOUS RELEVANT COUNCIL OR EXECUTIVE DECISIONS  
[including Local Committees]

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CONSIDERATION BY OVERVIEW AND SCRUTINY

None

BACKGROUND PAPERS

No background papers.

REPORT AUTHOR

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Kirkbarrow Estate, Kendal 20mph zone

Kirkbarrow Residents’ Association has raised concerns regarding speeds of vehicles on the estate over a number of years. Cumbria Highways undertook speed surveys which showed that vehicle speeds are lower where traffic calming such as speed cushions is in place, than on the other roads where there isn’t any traffic calming. The speed data indicated traffic calming would be required if a 20mph speed limit was to be implemented, to result in a reduction in vehicle speeds. A consultation was undertaken with all residents in January 2011 regarding proposals for a 20mph zone with road humps. The consultation feedback indicated that the majority of residents welcomed the scheme, with traffic calming, to reduce speeds and improve road safety.

A 20mph zone is proposed to be implemented with nine road humps to cover all the estate roads. The road humps, which will extend across the road, are proposed to make the 20mph speed limit self enforcing. Implementing road humps will allow for parking to continue where it already takes place. The proposals are designed to result in a reduction in vehicle speeds bringing benefits to all residents, especially children both near the school and across the whole Kirkbarrow estate.