

Dear Carlton Parish Council,

Thank you for your enquiry requesting a 20mph speed limit and pedestrian refuge island on Main Street, Carlton. We appreciate your patience whilst the required surveys were carried out.

As you are aware, all requests we receive have to be considered based on an evidence led appraisal. This is to ensure that the County Council's traffic safety resources are employed in the most cost efficient and robust manner as possible, and at present the County Council's resources around traffic safety requests are being directed at remedial works at high risk locations, which have evidence of a poor accident history.

A couple of issues have been raised so we will respond to each individually.

### **20mph speed limit on Main Street**

From the onset, it is important we understand the guidance set out by the Department for Transport (DfT) - Setting Local Speed Limits with regards to setting local speed limits. On this occasion, we shall focus solely on the requirements for the implementation of 20mph speed limits/zones.

When analysing speed surveys we normally take into account both the mean speed and the 85th percentile of speed (the speed 85% of people are driving at or below). For 20mph speed limits/zones only the mean speed is considered.

The guidance set out by the DfT suggests that the mean speed for a road that is being considered for or in a 20mph limit/zone should be at or below 24mph. 24mph is the suggested speed due to the fact it falls in the lower end of the 20's and therefore the implementation of a 20mph limit would be self-enforcing, i.e. without the need for any physical traffic calming measures. This is also re-enforced in the National Police Chief Council (NPCC) speed enforcement guidelines to ensure Police Forces should not be expected to enforce lower speed limits outside of routine activity.

Two speed surveys were taken over a week-long period (in Sep 2022) showed the following data within the 30 mph speed limit:- (nb: 85th percentile speeds show the speed at which 85% of drivers are travelling at or below)

Site A - East of Congerstone Lane

	Mean	85th %
All traffic (Both directions)	27.2 mph	32.8 mph
Northeastbound traffic	25.8 mph	31.1 mph
Southwestbound traffic	28.5 mph	34.1 mph

Site B – West of Barton Road

	Mean	85th %
All traffic (Both directions)	26.1 mph	31.5 mph
Northeastbound traffic	25.4 mph	31.3 mph
Westbound traffic	26.8 mph	31.9 mph

Whilst the speed surveys taken does show that a minority of vehicles travelling on Main Street are above the set limit of 30mph, they are however below the threshold used by the National Police Chiefs Council (NPCC) speed limit + 10% + 2, in determining if a speed limit is correct for the environment and that the majority of drivers comply with the posted speed limit.

We have also taken the opportunity to undertake an analysis of the accident data which shows that there has been no reported physical injury accidents in the previous five years along the full length of Main Street. This is a good indicator that motorists are aware of the prevailing environment and drive accordingly. Acknowledging the above, we can advise that any 'blanket' 20mph zone or speed limit without any physical calming measures is likely to have no influence in the reduction of speeds at this location and therefore physical measures will be required to achieve the desired effect.

## **Pedestrian refuge island on Main Street near Barton Road junction**

As a small village, Carlton will only generate minimal amount of footfall. With no dedicated crossing point at this location a pedestrian refuge island cannot be considered. It must be stressed that a pedestrian refuge island is not for traffic calming. Refuge islands are to allow pedestrians to stop in the centre of the road, so they can split the crossing into two stages for each direction of traffic, and are generally only implemented as part of crossing surveys which highlights the need to introduce them.

However, even if a survey highlights that a facility could be of benefit, various factors also need to be considered regarding feasibility of physically constructing the island which on face value from looking at the junction, it is clear any refuge island at this location would require a complete junction re-design which includes adapting and providing new footways. We appreciate comments were requested for consideration under the Members Highway Fund (MHF) and although this hasn't officially been raised by your County Councillor, the reality is this would have far exceeded Mr Harrison-Rushton's entire fund considering the overhaul required.

## **Conclusion**

To conclude, there is no evidence to suggest any improvements are required in-line with our criteria of prioritising high risk locations, both in vehicular speeds or collisions at this location. The County Council simply does not have the financial level of resource to traffic calm any village just because it may make residents feel safer or alleviate perceived safety concerns, and as such these ideas and proposals can only considered when clear evidence suggests a need to implement them, and a scheme is proposed at the location which comes with a dedicated budget to facilitate improvements.

It is clear from the data that a generally good compliance exists with the posted speed limit, including a good safety record when reviewing the collision history. Whilst we appreciate and value ideas regarding lower speed limits, acknowledging comments made regarding what other Local Authorities have sought to implement, it must be understood that quite simply the County Council does not have the level of funding to

implement these measures. Leicestershire remains the lowest-funded county in the country, therefore it does mean officers do have to make difficult decisions regarding improvements and unfortunately Carlton does not meet the criteria to implement any traffic calming measures at the present moment in time.

Regarding the speed of vehicles at the junction. The County Council has no legal powers to take enforcement action against drivers who exceed the speed limit. Therefore, we recommend the residents report all issues relating to speeding traffic to Leicestershire Police; who are the only authority who can take action against motorists who drive above the speed limit. Please find attached a Speed Complaint form; which can be completed and returned to Leicestershire Police Force HQ if the resident would like the Police to investigate the matter further. Alternatively they can log onto <https://www.speedorsafety.com/community>.

Thank you once again for contacting us regarding these matters.

Kind Regards

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