

National Guidance states that for a 20mph zone to be introduced, the 20mph speed limit should be self enforcing. This means that if the current road layout allows drivers to exceed 20mph then speed reduction features will need to be introduced. Therefore, we propose to construct round-top humps, sets of bus cushions and junction tables within the Beach Road Area. This will enable us to introduce a 20mph speed limit zone within the shaded area indicated on the plan overleaf. There will also be 20mph zone entry and exit signs denoting the area's entrance/exit and it is intended that these will include a road safety slogan. Property numbers of homes adjacent to the measures are also indicated for your reference.

As a part of the assessment, a preliminary study has been carried out in the area in order to determine any unfavourable geological conditions. The results showed that no excessive vibrations should be generated by the speed control features and transmitted to adjacent properties. Therefore, it is envisaged no damage to properties or noise should result from the installation of the speed control features.



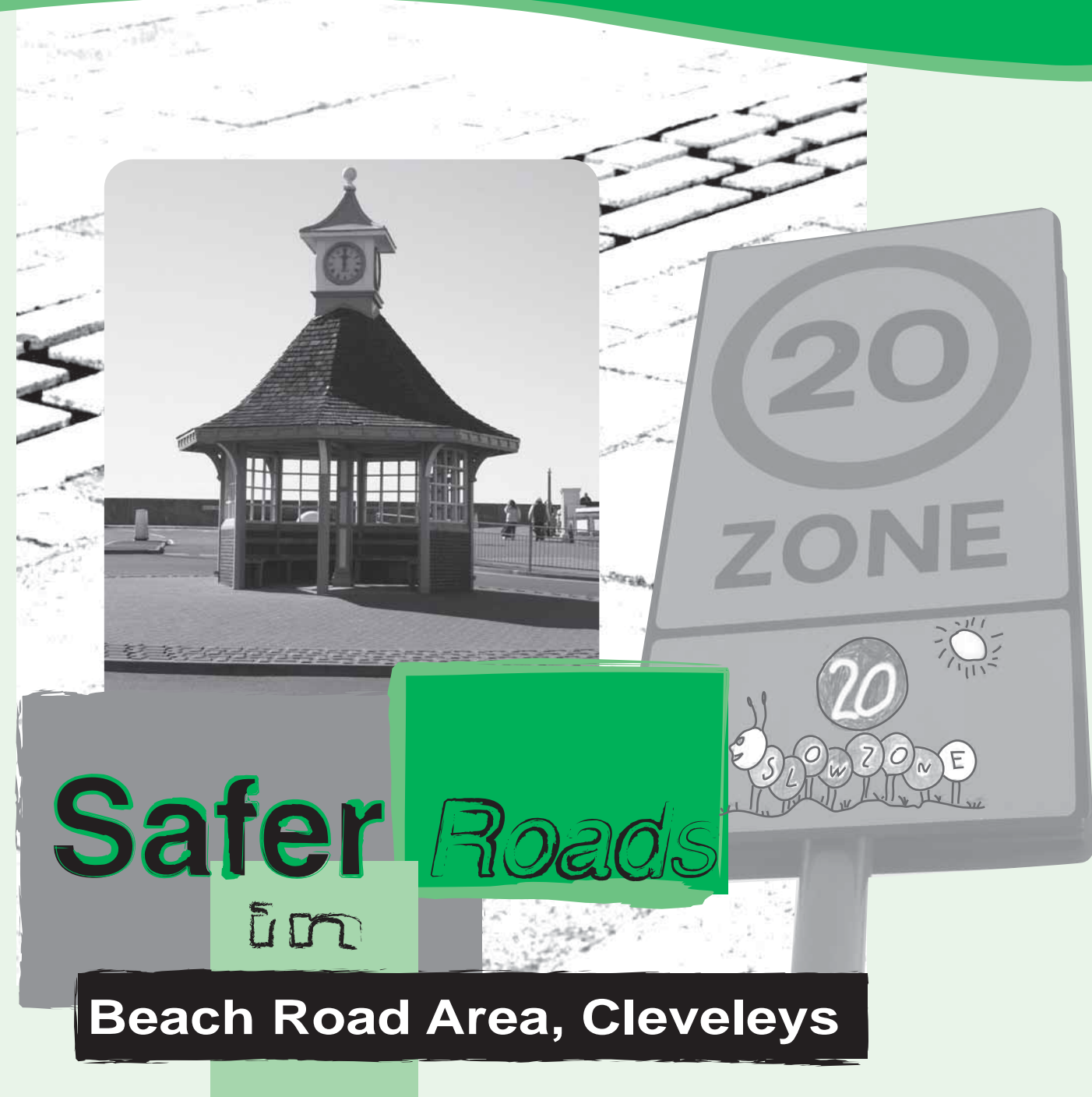
Following this consultation, when the positions of all the traffic calming features are finalised, we will carry out further groundwork to confirm the initial geological survey results.

We would be interested to have your views on the proposal before the end of Friday 27th June 2008.

If you wish to make any comments regarding the scheme would you please complete the enclosed form, which can be returned post free, or if you wish to discuss the scheme by phone contact us on 01772 533 717

This information and the response form is also available on our website at www.lancashire.gov.uk From the homepage select R on the A-Z list of services and then Road Safety Engineering from the dropdown list. Finally select Consultations.

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The text in this leaflet is available in large format print on request

Traffic Calming features proposed within the area to slow the traffic and reduce the likelihood and severity of accidents.



Round Top Humps are an extremely effective means of keeping vehicle speeds low. At low speeds, vehicles can drive over these features without causing undue discomfort to passengers or damage to vehicles, but as speeds increase, they become progressively more uncomfortable.



Junction Tables are raised road surfaces used at junctions. They encourage approaching traffic to slow so that it has more time to evaluate the speed and path of any approaching traffic. The on/off ramps are of suitable gradients to enable buses to pass easily.



Bus Cushions are introduced along bus routes to ensure buses and emergency vehicles are able to straddle the cushions and minimise discomfort to passengers whilst also controlling speeds.



Over-Run Areas are points where hatched markings will be used to visually narrow the carriageway width to one lane to control vehicle speeds.



A **Pedestrian Refuge** is also proposed on Promenade North, just north of its junction with Rough Lead Road. This will assist pedestrians wishing to cross Promenade North.



Appropriate Signing and Road Markings will warn vehicles that they are entering or leaving the 20mph/traffic calming zone.

The scheme forms part of the County Council's Local Safety Schemes Programme for 2008/2009, and funding comes from this budget.

The aim of the scheme is to prevent road accidents which cause injury. The proposed scheme will achieve this by reducing vehicle speeds, which will also make the local environment more pleasant for residents and visitors to the area.

Existing on-street parking will not be changed by any of the proposed measures.

