



Meeting: Transport Working Party

Date: 29th November 2018

Wards Affected: All

Report Title: Introduction of 20mph zones in residential areas (Scoring Matrix)

Executive Lead Contact Details: Robert Excell, Executive Lead for Community Services

Supporting Officer Contact Details: John Clewer, Senior Engineer (Traffic & Transport)

1. Purpose

- 1.1 Following a request from members, highways were asked to investigate the possibility of introducing 20mph speed limits in residential areas. The purpose of this report is to seek approval for the Policy Criteria and Matrix in Appendices 1 and 2, which will be used to score and rank proposed schemes prior to implementation, as and when suitable funding becomes available.

2. Proposed Decision

- 2.1 It is proposed that members recommend the Policy Criteria and Matrix above, allowing Highways to continue to carry out further investigation, in readiness to progress with the introduction of such limits/zones, as and when suitable funding becomes available.

3. Action Needed

- 3.1 Following the support of the Working Party for the proposed decision in item 2 (above) the schemes will be scored by Highways and Transport officers and the Executive Lead member to establish a priority for scheme implementation.

4. Summary

- 4.1 Following the recommendations of the Working Party in May 2018, officers have further investigated residential 20mph limits or zones and come up with a scoring matrix in readiness for implementation as and when suitable funding becomes available.
- 4.2 The programme of schemes outside of schools in Torbay has been continuing and is yet to be completed.
- 4.3 As part of the current Local Transportation Plan a £65,000 allocation was agreed by Full Council to fund Road Safety Improvements, including Residential 20mph limits. The Working Party is therefore requested to recommend that schemes will be scored by Highways and Transport officers and the Executive Lead member to establish a priority for scheme implementation.

Supporting Information

5. Position

- 5.1 Following a request from members, highways were asked to investigate the possibility of introducing 20mph speed limits in residential areas, subsequent to which, a report was presented to the Transport Working Party on 30th June 2016.

The purpose of this report however, is to seek approval for the matrix, which will be used to score and rank proposed schemes prior to implementation, as and when suitable funding becomes available.

- 5.2 The introduction of 20mph speed limits aimed at protecting pedestrians and cyclists has been gathering momentum over the last decade. However, whilst there is great support for their introduction, there is a gap between driver attitudes and actual behavior. This may be due to habit, the presence of wide straight roads and peer pressure from other drivers, social norms or lack of enforcement.

In the 2012/2013 Road Safety Initiatives report it was proposed that an ongoing programme of schemes would be developed to introduce 20mph zones outside schools and which would be based around a policy which would be presented for consideration by members at a future meeting of the Transport Working Party.

The first batch of schemes were presented to members as part of the Road safety Initiatives Report 2013/2014, with further schemes proposed in subsequent years. These schemes were made up of a selection of variable advisory 20mph zones and permanent 20mph limits.

- 5.3 Evidence from several towns and cities across England shows that the implementation of 20mph limits reduces the number and severity of road traffic collisions and therefore the government has recommended to local authorities that they consider introducing 20mph zones. This is based on the evidence that 20mph makes roads safer and helps to reduce the number and severity of collisions.

Reducing the speed limit to 20mph will have a direct impact on pedestrian safety and is one of the principal reasons for introducing the original schemes fronting educational establishments across the bay area.

- 5.4 As noted above, 20mph speed limits are being introduced more widely in several parts of the country and highways continue to receive representations and requests. Therefore the council needs to take a fair and objective approach to considering potential 20mph speed limits and use speed limits appropriately to achieve the outcomes it wishes to achieve.

Highways have considered a range of evidence and published information in order to put forward recommendations on where 20mph speed limits (including zones) should be considered appropriate in Torbay Policy Criteria and Matrix in Appendices 1 and 2) and how the relative priority of different locations, given the limited resources available, should be determined, based as far as possible on objective criteria.

A local traffic authority may introduce a 20mph speed limit or 20mph zone without obtaining consent from the Secretary of State. However a consultation process must be followed before implementing a new speed limit or zone as an essential part of the implementation process and needs to include local residents, members, the Police and other emergency services and any other relevant local groups.

- 5.5. In June 2016 members approved a report into the introduction of 20mph speed limits in residential areas and following a further report in May 2018 instructed Highways to carry out further investigations in readiness to progress with the introduction of such limits/zones as and when suitable funding becomes available.

“Appendix 3 of that report listed areas, split into three categories, based on the ease of implementation and predicted effectiveness of each scheme. The recommendation of the Working Party was:

That Members recommend the consultation, preparation and implementation of Residential 20mph limits to areas listed as ‘Category A’ in Appendix 3, the number of schemes subject to the limit of current budget allocation; and

That the priority sites are agreed by the Executive Head of Assets and Business Services in liaison with the Executive lead for Community Services with progress reported back to a future meeting of the Working Party”.

- 5.6 In general the Police are unable to enforce 20mph zones but we are currently seeking clarification of this point from Devon and Cornwall Police. The Police have limited resources to enforce 20mph speed limits and as a result, any speed limit should fit the road environment in order that it can be self enforcing

6 Possibilities and Options

Option 1

It is recommended that members give approval for Highways to use the Policy Criteria and Matrix in Appendices 1 and 2, which will be used to score and rank proposed schemes prior to implementation, as and when suitable funding becomes available.

Option 2

Do not approve the undertaking of further design works.

7 Preferred Solution/Option

Members are recommended that item 6, option 1 above, is the most appropriate option. However, members should be aware that advertising any changes made to the existing Traffic Regulation Orders as part of these works may attract objections, which will have to be presented to the Executive Lead for Community Services.

8 Consultation

Consultation will be undertaken with Council ward members and major stakeholders prior to the finalisation of any scheme. Where changes to the existing Traffic Regulation Orders are involved, these will be advertised and should there be any objections these will be presented to the Executive Lead for Community Services for consideration.

9 Risks

Whilst consultation will be undertaken with major stakeholders prior to the introduction of works, it is possible that when the alterations to the existing Traffic Regulation Orders (TRO) are advertised (both on site and in the local media), these will attract objections from the members of the public. Any such objections will then have to be referred back to the Executive Lead for Safer Communities.

Appendices:

Appendix 1 20mph Residential Criteria
Appendix 2 20mph Residential Scoring Matrix.

Additional Information:

None

Documents available in Members' Rooms:

None

Background Papers:

TWP Report - Introduction of 20mph zones in residential areas (30th June 2016)
TWP Report - Strategy for Prioritising 20mph zones in residential areas (10th May 2018)