

**Meeting:** Transport and Parking Working Party

**Date:** 22<sup>nd</sup> February 2023

**Wards Affected:** All

**Report Title:** 20mph Zones and Speed Limits – Review of Strategy 2023

**Executive Lead Contact Details:** Cllr Mike Morey Cabinet Member for Infrastructure, Environment and Culture.

**Supporting Officer Contact Details:** Ian Jones – Head of Highways - SWISCo

---

## 1. Purpose

1.1 A strategy for the proposed implementation of 20mph zones and speed limits in residential areas in Torbay was presented to the Transport Working Party in May 2018. This set out proposals for an initial roll out of 20mph schemes. A link to the report is below:

<https://www.torbay.gov.uk/DemocraticServices/documents/s52336/Residential%2020MPH%20Zones.pdf>

1.2 The proposed schemes were in addition to a previously approved strategy to place advisory or permanent 20mph limits within roads adjacent to Schools.

1.3 In view of initiatives in some other urban areas, both within the South West of England and nationally, Officers have been requested to consider how the current Strategy could be reviewed with a focus on improving the residential environments around schools, especially those which are in the vicinity of classified roads, distributor roads or other busy traffic routes.

## 2. Proposed Outcome

2.1 The Council continues with the programme of implementation of 20mph zones to locations identified as Category A within the report to the Transport Working Party of May 2018, and;

A revised Strategy is developed for the next phase of implementation, which will focus on residential areas surrounding the Schools listed in Appendix 1 to this report.

2.2 The extent of the proposed zones will be agreed in liaison with the Cabinet Member for Infrastructure, Environment and Culture and the views of the Transport and Parking Working Party, will form part of the consideration process.

### **3. Action Needed**

- 3.1 The views of the Transport and Parking Working Party are sought in respect of the continuation of the previously supported initial phase of 20mph zones from the 2018 report, along with the locations identified in **Appendix 1** to this report.
- 3.2 Officers will further develop the schemes identified in Appendix 1, in consultation with the Cabinet Member, as part of a proposed second phase of the roll out of 20mph speed limits in residential areas. These proposals for a second phase, along with a priority list will be presented to a future meeting of the Working Party, seeking further views and comments.

### **4. Summary**

- 4.1 A strategy for the implementation of 20 mph speed limits in residential areas in Torbay was developed in liaison with the Transport Working Party in May 2018. This divided areas into three categories (A, B & C) based on the ease of implementation and the likely effect of the lower speed limit.
- 4.2 The implementation of Category A areas as a first phase was supported by the Working Party and has been taken forward. However, the levels of available funding have only allowed the implementation of two areas to date, with one further area nearing implementation and two further areas currently being developed.
- 4.3 With a few exceptions, due to physical issues on site, the majority of Torbay's school have 20mph limits in place, which are either permanent or advisory at school times. This programme is essentially complete and has formed part of Torbay Council's Road Safety Initiatives Programme.
- 4.4 Officers have now been requested by Cabinet Members to explore the potential of expanding the 20mph zones around some schools, in particular those which are in close proximity to main traffic routes as an alternative strategy to the roll out of the 20mph programme.

---

## **Supporting Information**

### **5. Position**

- 5.1 Contained within the Local Transport Plan Implementation Plan (2021/22 – 2026/27) are the details of committed budgets which includes an allocation for Road Safety, 20mph Zones and Minor Works. This budget allows for a number of small minor road safety engineering schemes each year. Any larger schemes need to be considered as separate business cases as part of the authority's capital budget setting process.
- 5.2 The Strategy for Prioritising 20mph Zones in Residential Areas, set out in the 2018 report, has formed the basis of the priority sites for 20mph zones. A further report to the Working Party in November 2018 detailed a scoring matrix, which was supported by members, in order to put the Category A sites into priority order, based on a number of factors. The implementation of these sites has continued; however, this has been subject to available budget constraints.

- 5.3 As well as categorizing residential areas, the 2018 report also recommended that A and B classification roads, local distributor roads and other named major traffic routes in Torbay, were not suitable to be considered for 20mph limits, unless these were in the vicinity of Educational Establishments (Schools/Colleges).
- 5.4 To date, all schools in Torbay have been considered for 20mph and where appropriate, permanent 20mph zones have been implemented in the adjacent streets. However where the adjacent streets are on roads deemed as unsuitable for permanent 20mph speed limits (as stated in 5.2 above) advisory 20mph signage, with flashing beacons at school times have been implemented.
- 5.5 The implementation of schemes to 'Category A' residential areas commenced following a 'one-off' allocation from the previous Local Transport Plan, Implementation Plan of £65,000. This was sufficient to enable two priority areas to be implemented, namely Foxhole, Paignton and Barton Road (South), Torquay. Funding in 2022/23 has enabled Fore Street, Barton area to be taken forward, with implementation expected in the early Spring 2023. Queensway, Torquay and Fisher Street, Paignton are in the process of being developed for implementation later in the 2023/24 financial year.
- 5.6 Officers have now been requested by Cabinet Members to explore the potential of expanding the 20mph zones around some schools, in particular those which are in close proximity to main traffic routes as an alternative strategy to the roll out of the 20mph programme.
- 5.7 It should be noted that if the expansion of residential areas around schools is considered, the areas concerned are likely to include a significant number of streets. Any such zone requires a series of start and finish points and these are likely to be a controversial issue if the start and end point is not defined by a change of road type, as the finish will effectively allow vehicle to increase their maximum speed from 20mph to 30mph.
- 5.8 It should be considered that most of the residential streets concerned do not have specific engineering or traffic calming measures and therefore compliance with the 20mph speed limit is likely to rely on drivers respecting the reduced speed limit. Unfortunately, there is always a likelihood that some drivers will not drive in an appropriate manner, despite the legal requirement. Whilst the Police can enforce 20mph limits, there will be a limit to the amount of resource that the Police enforcement teams can provide in such circumstances recognising the requirements to enforce other high harm routes and routes of concern.
- 5.9 The recent 20mph zone, which has been completed in the Foxhole area of Paignton cost in the region of £45,000 in 2020 and the area did not require any additional traffic calming measures. It is therefore likely that a wider area around a school would be in the region of the same number of streets and therefore a budget provision of a similar level per location would need to be identified to cover this programme, and this will need to be prioritized against other competing transport improvement initiatives, road safety and collision reduction priorities within the LTP Implementation plan.
- 5.10 In order to take the design and consultation elements of such an expansion forward, additional resources from external consultants will be required and this will add further budget provision. This is estimated to be in the region of £35,000 for the

priority schemes listed in Appendix 1, however this will need to be clarified further once areas are identified.

- 5.11 Other potential locations are listed in Appendix 2 to this report, which may be considered for any future reviews of the programme. The locations given are not necessarily exhaustive.

## **6. Possibilities and Options**

- 6.1 –It is the officers view that the Council should continue with program of implementation to locations identified as Category A in the report to the Working Party of May 2018, and, in liaison with the Cabinet Member for Infrastructure, Environment and Culture, Officers develop proposals for locations identified in **Appendix 1** to this report for presentation to a future meeting of the Working Party.

## **7. Consultation**

- 7.1 The Transport and Parking Working Party are asked to consider this matter and to make their various views known to the Director of Pride in Place and the Cabinet Member for Infrastructure, Environment and Culture. All comments are welcome and a consensus view is not necessarily required.
- 7.2 As the programme of schemes is prepared, engagement will be undertaken with Council Ward Members and stakeholders, including the Community Partnerships and Town Boards. Further consultation will take place prior to the introduction of new speed limits. New Traffic Regulation Orders are required for any new speed limits these will be advertised (both on site and in the local media) and should there be any objections these will be presented to the Cabinet Member for Infrastructure, Environment and Culture for further consideration. Comments provided by the Transport and Parking Working Party will form part of this wider consultation.

## **8. Risks**

- 8.1 There is a risk that the introduction of an expansion of a 20mph zone around some schools will not result in the expected speed reductions or casualty reductions.
- 8.2 The discontinuation of the current strategy is likely to raise concerns and complaints in locations, which were previously included and programmed for reduced speed limits.
- 8.3 The expansion of the implementation of 20mph speed limits and zones will require sufficient budget provision. There is a risk that due to competing priorities and uncertainties over future government grant funding, that such funding may not be forthcoming. Any proposed schemes will need to be considered alongside other priorities for funding
- 8.4 There is a risk that residents will not be fully supportive of the introduction of 20mph zones in their residential areas and this may result in objections to advertised Traffic Regulation Orders.

## **Appendices:**

Appendix 1	Proposed Locations for Expanded 20mph Zones in Residential Areas around Schools (Potential first Phase Schemes)
Appendix 2	Further Locations for Expanded 20mph Zones around Schools (Potential Future schemes)

**Additional Information:**

None

**Documents available:**

None

**Background Papers:**

Reports to Transport Working Party May 2018 and November 2018

<https://www.torbay.gov.uk/DemocraticServices/documents/s52336/Residential%2020MPH%20Zones.pdf>

<https://www.torbay.gov.uk/DemocraticServices/documents/s63223/JC%20-%20TWP%2020mph%20in%20Residential%20Streets%20Scoring%20M>

Guidance produced by Department for Transport

[20 mph speed limits on roads - GOV.UK \(www.gov.uk\)](https://www.gov.uk/guidance/20-mph-speed-limits-on-roads)

.

**Please note that the areas listed below are not necessarily exhaustive and may be subject to further amendments or additions as the locations are developed.**

## **Appendix 1**

### **Proposed Locations for Expanded 20mph Zones for Residential Areas around Schools (Potential first Phase Schemes)**

Where possible, schools in Torbay already have either permanent or advisory 20mph limits in the adjacent roads, however for the purpose of this review it is proposed that Schools that already have permanent speed limits in adjacent roads are not considered in the initial phases. The schools and surrounding areas proposed therefore are:

Hayes School (Totnes Road & St Michael's Road) (Hayes Road already has permanent 20mph zone)

Cockington School (Avenue Road & Mill Lane areas)

Sacred Heart School (Cecil Road area)

Barton Academy (Barton Hill Road)

Torquay Academy (Barton Road & Cricketfield Road areas)

St Cuthbert Maine (Teignmouth Road & Westhill Road areas) (could include St Margaret's and Homelands Schools)

## **Appendix 2**

### **Further Locations for Expanded 20mph Zones around Schools (Potential Future phase schemes)**

As above, schools that already have permanent 20 mph zones in adjacent streets have not been considered below

Roselands Primary School (Roselands Drive area)

White Rock Primary School (Davies Avenue/Gibson Road areas)

Sherwell Valley Primary School (Upper Cockington Lane/Drake Avenue/Hawkins Avenue areas)

Curledge Street Primary School (will be included within the proposed Fisher Street zone but consideration to expanding zone into Dartmouth Road area)

Ilsham Primary School (Ilsham Road and Babbacombe Road areas)

Eden Park Primary School (in quiet residential area, no 20 limit in place)

St Margaret Clitherow School (in quiet residential area, no 20 limit in place)

Chestnut Primary School (in quiet residential areas, no 20 limit in place)