



Meeting: Transport Working Party

Date: 30th June 2016

Wards Affected: All

Report Title: Introduction of 20mph zones in residential areas

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

Supporting Officer Contact Details: John Clewer, Senior Engineer - Highways Development & Traffic

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 to carry out further investigation in readiness to progress with the introduction of such limits / zones, as and when the existing programme of schemes outside educational establishments is complete and suitable funding becomes available.

2. Proposed Decision

- 2.1 It is proposed that Members recommend that Highways continue to carry out further investigation, in readiness to progress with the introduction of such limits / zones, as and when the existing programme of schemes outside educational establishments is complete and suitable funding becomes available. Should Members wish to support such a proposal, Highways will bring a priority list of proposed schemes to the next meeting of the Transport Working Party.

3. Action Needed

- 3.1 Should Members wish to support the continuation of the introduction of 20mph zones in residential areas, officers will need to carry out further investigations to prepare a proposed priority list to be used for the basis of any future capital funding initiatives.

4. Summary

- 4.1 It should be noted that no funding is currently available or approved for this proposal.
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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. The purpose of this report is to seek approval to carry out further investigation in readiness to progress with the introduction of

such limits / zones, as and when the existing programme of schemes outside educational establishments is complete and suitable funding becomes available.

- 5.2 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.

In a report entitled '20mph Speed Limits – Mythbusters' dated April 2016 Birmingham City Council reported evidence from other schemes including:

- **Portsmouth** – 20mph limits have lowered casualties in road traffic collisions by a further 8% than may have otherwise occurred;
- **Warrington** – a reduction in collisions of 25% in 20mph speed limit areas;
- **Nottingham** – in the Sherwood area of Nottingham, which has had a full year of 20mph on residential roads, average speeds have decreased by 5.2%. Casualties in road traffic collisions have reduced from an average of 9.4 per year before implementation, to 8 (all slight) in the year following implementation.

See **APPENDIX 1** for a copy of the 'Interim evaluation of the implementation of 20mph speed limits in Portsmouth' which was undertaken by Atkins Consulting.

The severity of injuries sustained in the event of a collision is directly linked to the speed at which vehicles travel. According to ROSPA, up to 45% of motorists exceed the current 30mph limits, however a pedestrian struck at 20mph has a 97% chance of survival whilst this falls to 80% at 30mph and 50% at 35mph.

- 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. 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. See **APPENDIX 1** for further information.
- 5.4 The severity of injuries sustained in the event of a collision is directly linked to the speed at which vehicles travel. According to ROSPA, up to 45% of motorists exceed the current 30mph limits, however a pedestrian struck at 20mph has a 97% chance of survival whilst this falls to 80% at 30mph and 50% at 35mph.
- 5.5 The Department for Transport is currently conducting a review into the use of 20mph speed limit zones which is hoped to be published in 2017.

5.6 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.

5.7 It should be noted that there is a big difference between 20mph speed limits and 20mph zones and these are as listed below:

20mph Speed Limits

- These do not require the presence of physical traffic calming measures, such as road humps.
- Areas are signed on entry with corresponding 30mph signs on exit and include further 20mph speed limit repeater signs or markings within the area.
- Entry and exit signs must be illuminated though the repeater signs do not need to be.

20mph Zones

- These use traffic calming features throughout the area to encourage compliance with the speed limit.
- These zones can include a range of traffic calming features including road humps, raised tables, speed cushions, traffic chicanes, road narrowing, coloured surfacing and other physical / visual measures to emphasise the nature of the road.
- Signage is at entry and exit points and does not need to be illuminated and repeater signs within the area are not required.

5.8 Some traffic calming measures can be unpopular due to the inconvenience and discomfort caused to some road users, including cyclists and motorcyclists, whilst also being unsuitable along bus and emergency access routes. The introduction of physical traffic calming measures also leads to a significant increase in costs resulting in a smaller number of areas being treated from any available budget. However, there are a number of areas within the Bay which are already traffic calmed (e.g. Great Parks, The Willows etc) and may therefore be suitable for treatment as a 20mph zone.

It should be noted that all new residential areas within the Bay area are already engineered for 20mph zones.

5.9 No funding is currently available or approved for this proposed scheme. Any works identified in the Road Safety Initiatives report will be funded from the LTP Capital budget which will be set later in the financial year. Implementation costs should not however be underestimated and will impact on the authority's capacity to fund other road safety initiatives.

5.10 Requests have been received from the following areas for the reduction of the speed limit to 20mph in the following areas.

- Galmpton village
- Hayes Road, Paignton
- St Marys, Brixham
- The Willows estate

- 5.11 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

6.1 Option 1

It is recommended that members give approval for Highways to continue to carry out further works, in readiness to progress with the introduction of 20mph zones in residential areas, as and when the existing programme of schemes outside educational establishments is complete and suitable funding becomes available

6.2 Option 2

Do not approve the undertaking of further design works.

7. Preferred Solution/Option

- 7.1 Members are recommended that option 1 above, would be 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

- 8.1 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

- 9.1 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 members of the public. Any such objections will then have to be referred back to the Executive Lead for Safer Communities.

Appendices:

Appendix 1 – 'Interim evaluation of the implementation of 20mph speed limits in Portsmouth'.

Additional Information:

None.

Documents available in Members' Rooms:

None.

Background Papers:

None.