

**REPORT TO: EXECUTIVE MEMBER FOR ENVIRONMENT AND TRANSPORTATION – 7 JUNE 2006**

**REPORT BY: HEAD OF TRANSPORT AND STREET MANAGEMENT**

**WRITTEN BY: ANGELA GILL**

**WARDS AFFECTED: ALL WARDS**

## **20MPH SPEED LIMIT IN RESIDENTIAL AREAS**

### **1. Purpose of the Report**

- 1.1 To describe and seek approval to adopt the boundary plan showing areas of the City where the nature of the roads and density of housing would make them suitable for the introduction of a 20mph speed limit.
- 1.2 To inform the Executive Member that due to the scale of the proposal that the speed limits be introduced over a period of two years and that robust evaluation be carried out to assess the efficacy of the scheme and where necessary the reduced speed limit be reinforced by traffic calming or route management measures to ensure compliance.

### **2. Recommendation**

- 2.1 That the boundary plan, as shown at **Appendix 1**, is approved and the strategy to reduce the speed limit in residential areas to 20mph be adopted.
- 2.2 That the strategy to reduce the speed limit in residential areas to 20mph be adopted where it can be demonstrated the new limit is self-enforcing and in consultation with Hampshire Constabulary.
- 2.3 That the implementation of the new limits be delivered over a 2 year period with the following areas approved for Year 1 06/07 (*as described in para. 4.3 & 4.4*), namely **North East, Central West and South East**. Remaining areas will be completed in Year 2.
- 2.4 That the Executive Member gives approval to advertise a Traffic Regulation Order designating a 20mph speed limit throughout the entire City, with the exclusion of the classified and strategic road network or roads which do not meet the criteria which would remain 30mph or 40,50, or 60 mph speed limit as appropriate.

### **3. Background**

- 3.1 The speed at which vehicles travel and the severity of injuries sustained when involved in an accident are directly related. This fact has been widely researched and reported upon throughout recent years leading to the introduction of 20mph zones in residential areas and speed management of the strategic road network.

- 3.2 In March 2004 the Executive Member for Traffic and Transportation approved the recommendation to adopt the reviewed priority lists for area wide traffic calming and route speed management.
- 3.3 Since that time a programme of traffic calming and speed management has been progressed which encompasses the approved priorities together with other schemes which have evolved from the production of School Travel Plans together with a Safer Routes to School cycling scheme.
- 3.4 As the method of traffic calming in residential streets has evolved it has become apparent that by introducing a reduced speed limit of 20mph, using signs alone with terminal signs at the entrances to an area, supported by repeater signs throughout the scheme, an average speed reduction of 3-4 mph can be achieved.
- 3.5 Within the City of Portsmouth the width of roads in residential areas as well as the level of on street parking means that the great majority of traffic travels at low speeds. There are however a number of drivers who for one reason or another drive at inappropriate speeds without regard for road safety or respect for the local residents.
- 3.6 The residential area boundaries set in the previous review, carried out in 2004, have been reviewed and fine tuned to take into account changes in policy and other initiatives such as Station Square and Marmion Road, Southsea.
- 3.7 The proposals were discussed with the police at a meeting on the 15<sup>th</sup> May, they are currently considering the proposals tabled and will comment prior to the Briefing Meeting. A verbal update will be available for the Briefing Meeting with the report being amended in due course.
- 3.8 Committed support from most of the Schools in the City has been gained. Of the 48 Schools that have completed School Travel Plans 38 have highlighted their support for 20mph speed limits outside their school.

#### **4. Proposals**

- 4.1 It is proposed that the speed limit in the residential areas throughout Portsmouth be reduced to 20pmh, thus building on the existing 20mph zones and 20mph speed limits which are to remain unaltered.
- 4.2 That in the first instance the areas are signed with terminal and repeater signs with no other speed reducing measures. Changes made in the Road Traffic Regulations Act 1984, subsequent amendments made to the Traffic Signs Regulations and General Directions and the Highway (Traffic Calming Regulations) and the provision made in the Highways (Traffic Calming) Regulations 1999, which allow for 20mph speed limit areas to be created by use of terminal and repeater signs alone, have made this possible.
- 4.3 With reference to the boundary plan, **Appendix 1 refers** it is proposed that the areas bounded by the classified and strategic network are gathered into six groups, representing the following areas:-

North East (NE)	Drayton, Farlington, Cosham East, Highbury & Anchorage Park
North West (NW)	Paulsgrove, Wymering and Cosham West
Central East (CE)	Fratton, Copnor, Baffins & Buckland (part)
Central West (CW)	Tipner, Stamshaw, North End, Hilsea & Buckland (part)
South East (SE)	Central Southsea, East Southsea, Eastney & Milton
South West (SW)	Somerstown, Charles Dickens, Portsea, Old Portsmouth & West Southsea

It is recommended that 3 areas be completed per year, with one from each sector (North, Central & South) to ensure there is phased and balanced roll out across the City resulting in all areas being completed within two years.

- 4.4 To provide some justification as to which 3 areas are completed in year 1 of the programme it is recommended that consideration be given to a range of factors including the number of road casualties, Traffic Management & Safety Schemes identified in the 06/07 LTP Capital Programme and concerns / requests made for lower speeds by residents and local communities in each of the areas listed above. On this basis the following recommendation is made:

North East (NE)	Year 1	06/07
Central West (CW)	Year 1	06/07
South East (SE)	Year 1	06/07
North West (NW)	Year 2	07/08
Central East (CE)	Year 2	07/08
South West (SW)	Year 2	07/08

- 4.4 It is also proposed that the Traffic Regulation Order for all the residential areas, which are to be subject to speed limit reduction, be advertised at the same time. In this way a programme of signing and where necessary lining can be developed and where possible linked with the PFI programme of highway refurbishment.
- 4.5 It is proposed that the way in which the Traffic Regulation Order is written to be that the entire City is designated 20mph with the classified road network and some strategic routes exempted.
- 4.6 Prior to the advertisement of the Traffic Regulation Order it is proposed that a programme of informal consultation and advertising be carried out in order that the local populace are informed and encouraged to support the strategy. It is considered essential that in order to change the driving culture within the City, residents and visitors should be informed and aware that speeding in residential areas is considered dangerous and anti social. In short something, which the residents will not tolerate.

## **5. Consultation**

- 5.1 Formal consultation to be carried out through the advertisement of the Traffic Regulation Order which is to combine all the proposed 20mph Speed Limit areas into one order.
- 5.2 Informal consultation to be undertaken together with a programme of advertising the proposed changes to speed limits in residential areas. This is in order that the general public are informed of the road safety, as well as enhanced environmental reasons for introducing the strategy and encouraged to embrace it and adopt it as their own.
- 5.3 Consultation with the police has been carried out and in a letter from the Acting Superintendent Roy Baynton he expressed police support for all initiatives to achieve the Government 2010 targets in casualty reduction. He suggests that once the proposals have obtained executive approval that council officers work with the local constabulary to ensure that the resulting lowering of the speed limit complies with current guidance. He noted that should speed surveys find that the speeds are not sufficiently reduced then further engineering measures should be considered before enforcement is used.

## **6. Speed Data**

- 6.1 As part of the monitoring and evaluation process a programme of surveys is to be carried out on a sample of roads. The roads chosen will be those which have been the subject or residents' complaints, bad accident records, relative width of the road together with local knowledge of traffic behaviour in the City.
- 6.2 The surveys will be carried out prior to the installation of the speed limit and again at six and twelve month intervals. In this way confidence can be established in roads where it can be shown that traffic is travelling at 20mph or 20% of the posted limit and that consideration be given to installing speed reducing features such as road humps in roads where traffic is exceeding that speed.

## **7. Financial Issues**

- 7.1 Capital provision from the Local Transport Plan (LTP) of £475,000 has been made, to finance the introduction of a Citywide programme of 20mph speed limits in all the residential parts. The first tranche of £225,000 is allocated to 2006/07 and the remaining £250,000 for completion of the scheme in 2007/08.
- 7.2 The first year allocation is to fund the start-up costs of advertising the TRO, traffic survey, consultation fees, signing and lining, project staff and design fees.
- 7.3 The second year finance will include advertising of any further TRO's for instance for road humps should monitoring reveal that further intervention is necessary in order to enforce the speed limit. Other associated traffic calming

features and the further installation of the speed limit signing and lining is also included together with PCC project staff and consultancy fees. Further consultation will need to be carried out with associated advertising.

- 7.4 The present intention is that design and delivery of the scheme will be from Colas and Pell Frischman.
- 7.5 As the proposal is largely to be carried out by signing it is unlikely to incur substantial maintenance costs in the first instance. However, there will be ongoing maintenance costs for this scheme that will be due to COLAS as part of the Highways Maintenance Contract. These costs will become due in April 2007 each month thereafter. These costs are yet to be identified by COLAS although all efforts to minimise these costs by working with COLAS on design and material options will be made. Once the ongoing revenue costs are known a source of funding for the ongoing maintenance of this scheme will be identified.
- 7.6 As the project progresses and should additional traffic calming be needed to ensure compliance then the associated maintenance cost would need to be calculated separately.

## **8. Conclusion**

- 8.1 Speed of vehicles is directly related to the severity of injuries sustained by the casualties as a result of traffic accidents. For this reason it is considered essential that vehicles travelling through the congested narrow residential roads within the City should be restricted to 20mph. This speed is appropriate for the type and nature of these roads and would improve road safety for pedestrian and cyclists, particularly for children and other vulnerable road users. Furthermore, by civilising the traffic, improvements to the environment would be enjoyed by the local residents in the reduction in noise and improved air quality.

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Head of Transport & Street Management

Background List of Documents

**Section 100D of the Local Government Act 1972**

**The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report: -**

<b><i>Title of Document</i></b>	<b><i>Location</i></b>
Traffic Calming Assessment of Residential Roads	Traffic Safety Engineering Section 4 <sup>th</sup> Floor Civic Offices
Accident Data, 1 <sup>st</sup> January 2003 – 31 <sup>st</sup> December 2005	
Portsmouth City Traffic Calming Review  24 <sup>th</sup> March 2004	Traffic and Highways Department Business Support Unit 4 <sup>th</sup> Floor Civic Offices

**The recommendation(s) set out above were approved/approved as amended/deferred/rejected by the Executive Member on**

Signed.....  
(Executive Member for Environment & Transport)