

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	23 July 2013
Title:	Residential 20 Pilot Programme - Update
Reference:	5007
Report From:	Director of Economy, Transport and Environment

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1. Executive Summary

1.1. The purpose of this paper is to inform the Executive Member of the outcome of the public consultation on the 10 agreed residential pilot areas for the implementation of a 20mph speed limit.

1.2. This paper seeks to

- outline the consultation process and the results for each area;
- seek approval to abandon any pilot areas that did not receive significant support; and
- inform Members of the proposed implementation and monitoring process.

2. Contextual information

2.1. At the decision day held on 11 September 2012 it was agreed that the implementation of residential 20mph pilot schemes should be progressed in the following 10 locations:

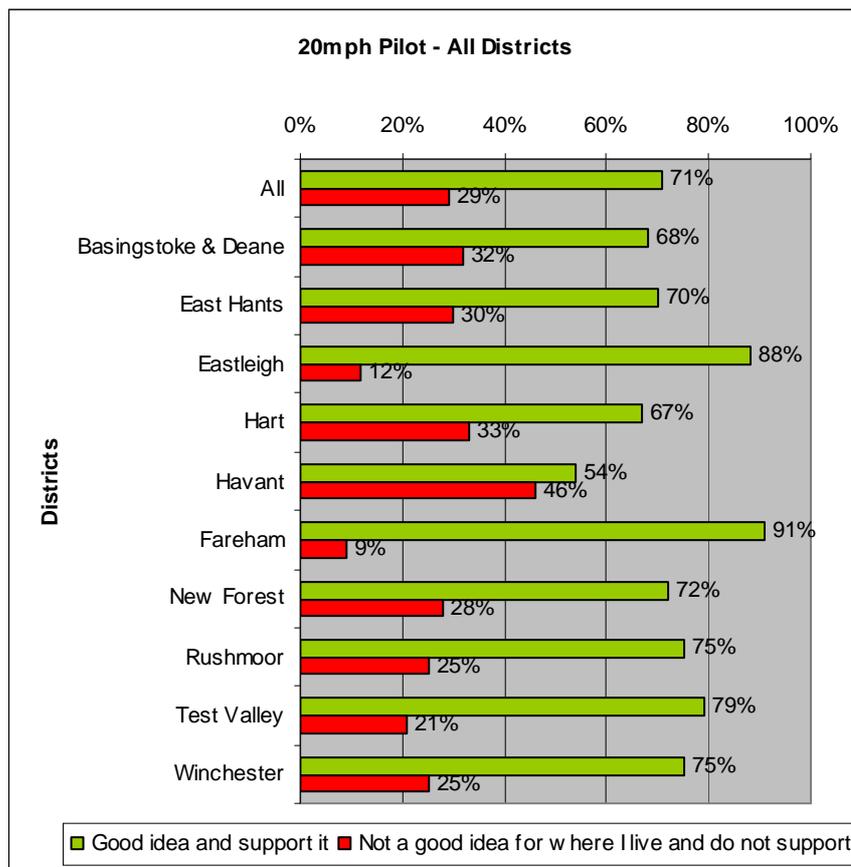
- Fareham – Wallington;
- Eastleigh – Cherbourg Road and surrounding roads;
- Havant – Hayling Island, West Town;
- Winchester – Stanmore;
- East Hants – Medstead;

- New Forest – Hythe;
- Test Valley – Floral Way, Andover;
- Basingstoke – Whitchurch;
- Rushmoor – Farnborough Old Town; and
- Hart – Clarence Road/Connaught Road/Albert Street/Albany Road.

2.2. Following this agreement, an extensive consultation exercise was undertaken with all residents within the chosen areas. This needed to ensure that there was clear evidence of local support which will be essential for a successful scheme. A sample of the consultation documents are attached as Appendix 1.

2.3. The consultation documents were circulated to approximately 10,800 properties in total and the results for each area are indicated in the table and chart below:-

		Good idea and support it	Not a good idea for where I live and do not support	% return
	All	71%	29%	27% (2915/10817)
District	Basingstoke & Deane	68%	32%	29% (485/1696)
	East Hants	70%	30%	44%(46/104)
	Eastleigh	88%	12%	22% (153/690)
	Hart	67%	33%	32% (400/1245)
	Havant	54%	46%	42% (440/1043)
	Fareham	91%	9%	44% (179/403)
	New Forest	72%	28%	32% (274/867)
	Rushmoor	75%	25%	24% (263/1096)
	Test Valley	79%	21%	23% (253/1116)
	Winchester	75%	25%	16% (422/2557)



2.4. Generally there was clear support for the scheme across the areas. However, there were mixed views from the residents in the Havant district area, West Town Hayling Island. In light of these findings it is recommended that this areas is not progressed.

2.5. Whilst showing clear support, there was some concern over the low response rate in the Winchester area of Stanmore and therefore, prior to progression some further investigation into this, including consultation with the local Members, has been undertaken. Evidence shows that this level of response appears to be typical for this area. Other consultations undertaken have resulted in similar response rates which is likely to be attributed to the high level of student accommodation and Homes with Multiple Occupants (HMOs). Consultation as part of Stanmore Community Action Plan identified the implementation of a 20mph speed limit on the estate as a future action. In light of this additional evidence there appears to be community support for a 20mph speed limit and therefore it is intended to continue to progress with this pilot area, in consultation with the local Members.

2.6. It was agreed at the Decision Day on 11 September 2012 that Winchester City Council could fund and introduce two further pilot areas in Highcliffe and Winnall, in tandem with Hampshire County Council's schemes, under the terms of its traffic management agency agreement. Winchester City Council has undertaken similar consultation with the local residents. The responses and response rates were very similar to the Stanmore area. Whilst there was

clear support, the response rate was low in comparison to the other pilot areas. (Highcliffe 84% support 20% response rate, Winnall 87% support 13% response rate). These areas also have a high proportion of HMOs which would appear to account for the low response rates. Winnall has identified the implementation of a 20mph speed limit as part of the Winnall Community Action Plan. In light of these findings, it is intended to allow Winchester City Council to progress with the implementation of a pilot 20mph speed limit within these areas.

- 2.7. All other areas indicated clear levels of support and the statutory advertisement of these speed limit orders is being progressed.

3. Finance

- 3.1. An initial guideline sum of £200,000 of local resource capital has been allocated to progress the project and a further £66,000 from the Local Transport Plan fund was agreed at the decision day on 11 September 2012.
- 3.2. The scheme costs will be reduced by approximately £15,000 due to the abandonment of the Havant scheme.

4. Performance

- 4.1. 'Before' speed measurements have been taken in a sample of the roads in each area and 'After' speed measurements will be taken once the limits have been in force for approximately 3-6 months.
- 4.2. Public perception remains the most important measure of success. Therefore additional questionnaire surveys will be required approximately 9-12 months following implementation.
- 4.3. Customer complaints and compliments received will be monitored for the duration of the projects.

5. Other key issues

- 5.1. It is proposed that a publicity campaign will be launched for each area following the implementation of the 20mph speed limit, to supplement the pilot schemes. It is intended that this will continue the momentum of the project by raising local awareness and encouraging compliance.
- 5.2. The success of the programme will largely depend on the support from the local residents, given that the majority of the drivers using the roads will either be residents themselves or their visitors.
- 5.3. Department for Transport guidance states that 20mph speed limits should generally be self enforcing and therefore, under the current police policies, enforcement is unlikely to be seen as a priority. If, once the schemes are

implemented, residents identify lack of enforcement as an issue, they will be encouraged to enter into the Community SpeedWatch programme.

6. Recommendations

- 6.1. To confirm that, as a result of the outcome of the consultation with local residents, the residential 20mph pilot scheme for West Town Hayling Island be abandoned.
- 6.2. That the remaining nine schemes progress to implementation, subject to the outcome of the statutory traffic order processes.
- 6.3. That authority be given to Winchester City Council to proceed with the implementation of the 20mph Residential pilot schemes for Highcliffe and Winnall under the agency agreement with Hampshire County Council.
- 6.4. That authority be delegated to the Director of Economy, Transport and Environment to take all the necessary actions, including any traffic orders and implementing minor works, in order to implement the 20mph pilot schemes in the programme.

CORPORATE OR LEGAL INFORMATION:**Links to the Corporate Strategy**

Hampshire safer and more secure for all:	yes
Corporate Improvement plan link number (if appropriate):	
Maximising well-being:	yes
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	yes
Corporate Improvement plan link number (if appropriate):	

Other Significant Links

Links to previous Member decisions:		
<u>Title</u>	<u>Reference</u>	<u>Date</u>
Residential 20 Pilot Project	3730	3 April 2012
Proposed 20 miles per hour Residential Speed Limit Trials	4210	11 Sept 2012

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

DocumentLocation

None

IMPACT ASSESSMENTS:

1. Equalities Impact Assessment:

- 1.1 The proposals in this report have been developed with due regard to the requirements of the Equality Act 2010, including the Public Sector Equality Duty and the Council's equality objectives. The website contains a summary [assessment of the impacts](#) in this service area, 1.4 Developing Hampshire's Highways Network and Transport System.
- 1.2 It is considered that the issues covered by this report will not have impacts requiring further specific actions by the Council above those already established in its existing policies and working procedures.

2. Impact on Crime and Disorder:

- 2.1. The proposal will have no direct impact on the Crime and Disorder Act but should contribute towards a safer and more secure community.

3. Climate Change:

- 3.1. How does what is being proposed impact on our carbon footprint / energy consumption?

Lower more constant speeds will help reduce energy consumptions and help reduce the carbon footprint.

- 3.2. How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

There are no direct impacts on climate change adaptations from amending speed limits in Hampshire