

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member – Environment and Transport
<b>Date:</b>	17 January 2012
<b>Title:</b>	A and B Road Speed Limit Review
<b>Reference:</b>	3513
<b>Report From:</b>	Director of Economy, Transport and Environment

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### 1. Executive Summary

1.1. The purpose of this report is to seek endorsement of the outcomes of the 'A' and 'B' road speed limit review process and approval to progress the intended programme of speed limit proposals.

1.2. This paper seeks to

- set out the background to the project;
- describe the review process and methodology behind the formulation of the intended programme of speed limit proposals; and
- consider the finance for the project and the impact on the budget.

### 2. Contextual information

2.1. The Department of Transport (DfT) Circular 01/2006 'Setting Local Speed Limits' required all Highway Authorities to carry out a review of the speed limits on all 'A' and 'B' class roads by the end of 2011. The DfT guidance formed the foundation of the amended speed limit policy which was approved by Cabinet on 18 December 2006.

2.2. The main objectives of the 'A' and 'B' road speed limit review are to:

- (i) set speed limits that are evidence led, clear, consistent and reinforce the public's assessment of a safe speed to travel;
- (ii) assist with reductions in collision frequency and severity;
- (iii) manage speed in a way that is appropriate for the road function, social needs and local characteristics; and
- (iv) serve the needs of all road users, including pedestrians, cyclists and equestrians, as well as the drivers and riders of motorised vehicles.

2.3. The proposals identified in Appendix 5 take into account routes which exceed the collision rate threshold, where the mean traffic speeds are already appropriate or where additional measures are required to obtain the appropriate mean traffic speeds. These then form the basis of the proposed implementation programme.

2.4. Traffic Regulation Orders (TRO's) will be required for the majority of schemes listed within the programme of proposed speed limits changes. The TRO process can take between 6 and 9 months to complete, providing there are no major objections. This includes time to undertake the statutory consultation process, the making of a legally enforceable TRO and the design, manufacture and installation of the appropriate traffic signs.

2.5. Attached as appendices are:

- (i) A description of the review process and methodology behind the formulation of the intended programme of speed limit proposals (Appendix 1);
- (ii) The County-wide listing of the 140 sections of 'A' and 'B' class routes which have been prioritised by the collision rate in descending order (Appendix 2);
- (iii) Individual District/Borough listings of the 140 sections of route (Appendix 3),
- (iv) An extract from the Traffic Signs Manual Chapter 4, explaining the usage of advisory maximum speed limit signage and listing of schemes (Appendix 4); and
- (v) The table listing the schemes proposed for implementation in the main and reserve programmes (Appendix 5).

2.6 The main programme has been prioritised in terms of safety and potential for casualty reduction. The recommended sections of route where the collision rate is below the collision rate threshold are therefore considered a lower priority and are not being progressed through the proposed implementation programme. This does not preclude speed limits changes for sections below the threshold in the future, however, as they could be considered for inclusion within a future years Routine Traffic Management programme, in accordance with other locally identified priorities.

### 3. Finance

3.1. The proposed budget allocation available to progress the proposed speed limit programme is as follows:

Capital Integrated Transport Programme budget allocation	£250,000
Casualty Reduction Programme supplement	£200,000
<b>TOTAL</b>	<b>£450,000</b>

3.2. The estimated costs for the proposed main programme, to be delivered during the 2012/13 and 2013/14 programme years, is as follows:

Average estimated TRO cost per scheme 37 schemes @ £2500	£92,500
Typical signing scheme – installation of signs 37 schemes @ £5000	£185,000
Estimated cost per maximum advisory speed limit 5 schemes @ £1500	£7,500
Additional Traffic Management measures	£120,000
Contingencies	£45,000
<b>TOTAL</b>	<b>£450,000</b>

3.3. Dependant upon available funding, and subject to a separate approval following conclusion of the main programme, the proposed reserve programme could commence at the earliest during 2014/15 programme year.

#### 4. Performance

4.1. The effectiveness of the introduction of any speed limit changes implemented through this programme will be monitored in terms of casualty reduction, as with all other safety led programmes of work.

#### 5. Summary of Proposed Implementation Programme

5.1. The table in Appendix 5 details the schemes in the proposed main and reserve programmes.

5.2. The main programme, to be delivered during the 2012/13 and 2013/14 programme years, consist of:

- (i) 48 proposed speed limit schemes, of which 37 will be subject to the TRO process.
- (ii) Five advisory maximum speed limit signing schemes (Appendix 4).
- (iii) Six schemes are being progressed or have already been implemented by the Traffic Management Group.
- (iv) Includes all routes where the collision rate is greater than 35 per 100 million vehicle kilometres.

5.3. The reserve programme, potentially to be progressed following the delivery of the main programme, consists of

- (i) 10 schemes all of which require progressing TRO's.
- (ii) Includes all routes where the collision rate is between 30 and 35 per 100 million vehicle kilometres.

## **6. Future direction**

- 6.1. The outcomes of the 'A' and 'B' road speed limit review and more details of the proposed speed limit changes will be shared with the Highway and Transport workshops at the earliest opportunity.
- 6.2. If local Members, Town or Parish Councils or members of the public wish to view any of the 140 sets of drawings detailing the recommended speed limit changes they can request these by stating the route reference(s) and emailing:

[safety.engineering@hants.gov.uk](mailto:safety.engineering@hants.gov.uk)

An electronic (PDF) copy of the drawings and route card will be sent on return.

## **7. Recommendations**

- 7.1. That the findings of the 'A' and 'B' road speed limit review process be noted.
- 7.2. That approval be given to implement the proposed main programme of speed limit changes, subject to the finalisation of the Capital Programme.

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

<b>Hampshire safer and more secure for all:</b>	Yes
Corporate Improvement plan link number (if appropriate):	
Local proxy of NI 47 People killed or seriously injured in road traffic accidents	
Local proxy of NI 48 Children killed or seriously injured in road traffic accidents	
<b>Maximising well-being:</b>	Yes
Corporate Improvement plan link number (if appropriate):	
<b>Enhancing our quality of place:</b>	Yes
Corporate Improvement plan link number (if appropriate):	

**Other Significant Links**

<b>Direct links to specific legislation or Government Directives</b>	
<u>Title</u>	<u>Date</u>
Department of Transport (DfT) Circular 01/2006 'Setting Local Speed Limits'	8 August 2006

**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.)**

<u>Document</u>	<u>Location</u>
Working File	Economy, Transport and Environment Department, Capital House, Winchester

## **IMPACT ASSESSMENTS:**

### **1. Equalities Impact Assessment:**

- 1.1. The key outcomes of the 'A' and 'B' road speed limit review will be proposed speed limit changes. Once implemented these schemes should benefit all sectors of the community in terms of safety.

### **2. Impact on Crime and Disorder:**

- 2.1. The 'A' and 'B' road speed limit review will have no direct impact on the Crime and Disorder Act but the proposed speed limit changes will contribute towards a safer and more secure community.

### **3. Climate Change:**

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

Lower traffic speeds will help to reduce energy consumptions and reduce the carbon footprint.

- b) 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 changing amending speed limits in Hampshire.