

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member – Environment and Transport
Date:	11 September 2012
Title:	Proposed 20 miles per hour Residential Speed Limit Trials
Reference:	4210
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 assessment of the areas requested by local Members for the implementation of a residential 20mph speed limit and to agree the locations across the County where the pilot schemes will be progressed.

1.2. This paper seeks to:

- inform Members of the outcome of the initial assessment process of the requested locations;
- agree the locations of the pilot schemes across the County;
- inform members of the proposed process and timescales leading to implementation;
- agree the proposed consultation process and publicity of the project; and
- set out the proposed budgetary commitments for a programme of 10 pilot schemes.

2. Contextual information

2.1. At the decision day held on 3 April 2012, approval was given to the development and implementation of a programme of residential 20mph pilot schemes at a number of locations across the County. It was envisaged that 3 or 4 different types of location would be accommodated within the trial.

2.2. Through the Highways Workshops, Members were requested to provide officers with their suggestions and priorities for locations to be considered for the residential 20mph pilot project. A total of 45 locations have been put forward by Members, either through the workshops or via subsequent correspondence.

- 2.3. These locations have now been assessed against the criteria agreed within the Executive Member decision report of 3 April 2012, and the outcome is indicated in the table attached as Appendix 1.
- 2.4. A further location in Winchester, Winnall/Highcliffe has been requested through Winchester City Council, which is subject to a separate report. If agreed, this location would be implemented and funded through the City Council and is not therefore included within this pilot programme.
- 2.5. The assessment has identified whether locations meet the criteria and fit with the general principle of the pilot scheme. From the assessment criteria each location has been assessed as Red, Amber or Green, where green indicates that the location is felt suitable for the pilot. Locations graded Amber are considered likely to require regular speed enforcement or engineering measures to achieve a desirable level of compliance. However, a number of these are also deemed to be suitable locations.
- 2.6. The initial assessment has shown that from the 45 schemes put forward, 9 have been graded as 'green' and, subject to detailed investigation, appear to be viable for consideration for a pilot scheme.
- 2.7. It is proposed that 10 pilot schemes, one scheme in each district that requested a pilot, be progressed further, as detailed in Table 1 below.

Table 1 Proposed Locations of the 20mph pilot schemes

District	Location	Initial Estimate
Fareham	Wallington Village	£4,591
Eastleigh	Cherbourg Road and Surrounding roads	£16,672
Havant	Hayling Island, West Town	£14,288
Winchester	Stanmore	£61,738
East Hants	Medstead	£5,359
New Forest	Hythe	£15,709
Test Valley	Floral Way, Andover	£20,408
Basingstoke	Whitchurch	£47,603
Rushmoor	Farnborough Old Town Area	£18,965
Hart	Clarence Rd/Connaught Rd Albert St/Albany Rd	£32,981

	Area	
Total		£238,314

2.8. The majority of the above areas were graded as 'green' within the assessment. However, some 'amber' areas have been included in the absence of a green graded location within the district. Also, officers have attempted to include a variety of areas; small, medium, and large, so that the success of the pilots can inform suitability for future locations as necessary.

3. Proposed Approach

3.1. Once agreed, extensive consultation with residents within the chosen areas will be required. This is to ensure that there is clear evidence of local support which will be essential for a successful scheme. Therefore informal consultation with all residents affected by the proposed speed limit will be undertaken in the form of a letter drop including a questionnaire. Attached as Appendix 2 is a draft consultation letter to local residents. Initial estimates have indicated that this will require in the region of 10,000 letters to be delivered and the responses to those analysed.

3.2. Following this informal consultation, the statutory advertising of the speed limit will be required and any objections considered. Subject to any objections the speed limit will be implemented. The table below indicates a suggested timescale for implementation.

Table 2 – Suggested timeline for implementation

11 September 2012	Executive Decision made to identify pilot locations
End September	Local Members consulted and area for consultation agreed
Early October	Consultation letters delivered allowing 2 weeks to make comments
Mid November	Resident comments reviewed to ensure community support
November/December	Prepare schedules for statutory advertisement
January/ February 2013	Advertise proposed speed limits (21 day statutory advertising period) Consider objections through delegated reporting
March 2013	Publicity campaign and Implementation of speed limit

- 3.3. This timeline is based on the assumption that there will be limited objections to any scheme.

4. Finance

- 4.1. A guideline sum of £200,000 of local resource capital has already been allocated for 2012/13 to progress this project. The initial concept was to implement 3 or 4 sites across the county. Due to the obvious demand and interest in the 20mph pilots it is recommended that a financial contingency is made to supplement the £200,000 already allocated to accommodate the increased number of schemes.
- 4.2. The scheme costs are £238,314 (from table 1)
- 4.3. Additionally, the cost of advertising the associated Traffic Regulation Orders will be in the region of £25,000.
- 4.4. It is proposed that a publicity/road safety campaign be launched to supplement the schemes, to raise awareness and to encourage compliance. It is estimated that this will cost in the region of £3,000.
- 4.5. In order to cover these additional costs, this paper recommends allocating £66,000 of Local Transport Fund to this project.
- 4.6. It is anticipated that there will be no surplus to address any issues raised following the implementation of the pilot schemes.

5. Performance

- 5.1. 'Before' and 'After' speed measurements will be taken in a sample of the roads in each area in order to assess the success of the 20mph speed limits.
- 5.2. Public perception will be the most important measure of success. Therefore additional surveys with local residents will be required following the introduction of the schemes.
- 5.3. Customer complaints and compliments received will be monitored for the duration of the projects.

6. Other key issues

- 6.1. The success of the programme will largely depend on support from the local residents, given that the majority of drivers using the road will either be residents themselves or their visitors.
- 6.2. DfT 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 lack of enforcement is identified as a potential issue, residents in the pilot areas would be encouraged to enter into

the Community Speed Watch programme, supplemented by Safer Neighbourhood Team enforcement if appropriate.

7. Recommendations

- 7.1. That the implementation of residential 20mph pilot schemes, to be progressed in the 10 areas identified in paragraph 2.7 (table 1) of this report, be approved.
- 7.2. That a contingency sum of £66,000 from the Local Transport Plan fund to support the progress of the schemes be approved.

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> Residential 20 Pilot Project	<u>Reference</u> 3730	<u>Date</u> 3 April 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.)

<u>Document</u>	<u>Location</u>
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. An assessment of the impacts in this service area , 1.4 - Developing Hampshire's Highways Network and Transport System, can be found at <http://www3.hants.gov.uk/equality/equality-impact-assessments/cx-pu-eqimpact-envi.htm>

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:

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

Lower speeds will help reduce energy consumptions and help 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 amending speed limits in Hampshire