

Bath & North East Somerset Council		
MEETING:	Cabinet	
MEETING DATE:	11th April 2012	EXECUTIVE FORWARD PLAN REFERENCE:
		E 2345
TITLE:	20mph Speed Limit Implementation	
WARD:	All	
AN OPEN PUBLIC ITEM		
List of attachments to this report:		
Appendix A 20mph Speed limit Implementation Programme		

1. THE ISSUE

1.1 Following the implementation of successful 20mph Speed Limits in residential streets in Portsmouth and two areas of Bristol, the Council has allocated £500k to implement 20mph Speed Limits across the district over the next 2 years. This report sets out the programme for implementing 20mph speed limits in Bath and North East Somerset.

2. RECOMMENDATION

The Cabinet agrees that:

- 2.1 Subject to public consultation and completion of statutory processes, 20mph speed limits are implemented on residential streets in Bath and North East Somerset.
- 2.2 The main traffic routes are excluded from 20mph speed limits (see www.bathnes.gov.uk/transportandstreets/roadsafety/roadsafetytrafficschemes/proposed20limits/Pages/default.aspx for further details)
- 2.3 The proposed 2 year delivery programme indicated in Appendix A is approved.
- 2.4 Delegated to authority be given to the Divisional Director Planning and Transport Development in consultation with the Cabinet Member for Transport to amend and add to the programme as appropriate.
- 2.5 Informal consultation will be carried out with stakeholders and residents in streets to be included in each 20mph speed limit area prior to the Order being formally advertised.
- 2.6 Objections to the Order will be considered by the Cabinet Member for Transport prior to making a Single Member Decision on whether to make the Order.

3. FINANCIAL IMPLICATIONS

- 3.1 The Council has allocated £500k to implement 20mph speed limits across the district over the next two years comprising of signs at the beginning and terminal points of the speed limit area and supplemented by 20mph roundels at regular intervals where necessary to reduce traffic speeds. The schemes will be prioritised within the budgeted resources available.
- 3.2 In addition to the capital costs, the whole life cost associated with the project, consisting of an estimated 1000 additional signs and road markings, is in the order of £30,000 over the 10 year design life of the signs. These costs will be included in the Transport Asset Management Plan and funded through the medium term financial plan.

4. CORPORATE OBJECTIVES

Creating neighbourhoods where people are proud to live

- 4.1 The Council proposes to implement 20mph speed limits in residential roads in Bath and North East Somerset, excluding the main traffic routes. The 20 mph programme is a means of creating a culture where driving too fast in residential streets is seen as unacceptable. Evidence from the National Crime Survey indicates that speeding in residential streets as the number one antisocial behaviour (Poulter & McKenna, 2007). By introducing 20 mph speed limits it is expected that attitudes towards speeding in residential areas will change.
- 4.2 By making neighbourhoods safer and more attractive, a greater number of people will be encouraged to walk, cycle and spend time in their local community. This will have far wider physical and mental health benefits. This links into the National Institute for Clinical Excellence's guidance No. 8, which details that the built environment, urban congestion and traffic pollution can all affect people's physical and mental health and wellbeing and limit opportunities for physical activity, recreation and community interaction (NICE, 2008).

5. THE REPORT

- 5.1 The Road Traffic Regulation Act gives traffic authorities the powers to introduce 20mph speed limits, indicated by terminal and road markings alone. 20 mph speed limits without self-enforcing features have the attraction of being relatively inexpensive to implement.
- 5.2 Portsmouth City Council was the first local authority in England to implement an extensive area-wide 20 mph Speed Limit scheme. The implementation of the 20 mph Speed Limit scheme was carried out using a combination of post-mounted terminal and road markings. 20 mph speed limit roundel road markings were also provided at street entry points on the carriageway adjacent to the terminal post-mounted signs. In some cases of limited visibility, they were also provided adjacent to the repeater signs.
- 5.3 Overall there was an increase in the number of sites that demonstrated speeds of 20 mph or less after the implementation of the scheme. Many sites already had low average speeds of 20 mph or less before the scheme was

implemented. At the sites monitored with higher average speeds before the scheme was introduced, there were significant reductions in average speeds. For example for the group of sites monitored with average speeds of 24 mph or more before the scheme was introduced, the average speed reduction was 6.3 mph. The average reduction in mean speeds on all roads was 1.3 mph.

- 5.4 Comparing the 3 years before the scheme was implemented and the 2 years afterwards, the number of recorded road casualties has fallen by 22% from 183 per year to 142 per year. During that period casualty numbers fell nationally – by about 14% in comparable areas.
- 5.5 There are no large apparent disparities between the casualty changes for different groups of road users (for example pedestrians compared to motorists) or between crashes with different causes. The number of deaths and serious injuries rose from 19 to 20 per year. Because the total numbers of deaths and serious injuries and of casualties by road user type and cause are relatively low, few inferences about the scheme's impacts should be drawn from these figures
- 5.6 Qualitative surveys indicated that the scheme was generally supported by residents, although most of the respondents would like to see more enforcement of the 20 mph speed limits. The survey suggests that the introduction of the scheme has made little difference to the majority of respondents in the amount they travelled by their chosen mode. Levels of car travel stayed similar, whilst the level of pedestrian travel, pedal cyclist travel and public transport usage had increased for a small number of respondents.
- 5.7 The early figures suggest that the implementation of the 20 mph Speed Limit scheme has been associated with reductions in road casualty numbers. The scheme has reduced average speeds and been well-supported during its first two years of operation.
- 5.8 In Bristol, the 20mph pilots in Inner South and Inner East Bristol cover some 500 roads and 30,000 households. The aim is to encourage more walking, more cycling, and more independent mobility for children and elderly in the City, to reduce risk and severity of road casualties and to help create pleasant people-centred streets and public space.
- 5.9 The overall results of the pilots show that 'signs only' 20mph has been accompanied by a small but important reduction in daytime vehicle speeds (average), an increase in walking and cycling counts especially at weekends, a strengthening of public support for 20mph, maintenance of bus journey times and reliability, and no measurable impact on air quality or noise. Data on casualties are being monitored but it is too soon to draw any statistically valid conclusions.
- 5.10 The key headline findings of the Bristol pilot are as follows:
 - 65% of roads saw a reduction in mean speeds
 - 18 roads no longer saw average speeds above 24mph
 - The mean average speed across all roads has dropped to 23mph and under between 7am through to 7pm
 - Increase in counts for walking range from 10% increase to 36%
 - Increase in counts for cycling range from 4% to 37%
 - Support for 20mph limits amongst pilot area residents is around 82%

- 5.11 The vast majority of people in the Bristol pilot areas want safer more pleasant streets and a favourable environment for walking and cycling for people of all ages.
- 5.12 A key issue identified in the pilots is the need to distinguish between streets with shops, schools, and homes, where pedestrian activity is currently suppressed, versus main traffic routes where speed has a less significant effect on communities.
- 5.13 The guidance offered by the Department for Transport Circular 1/2006 'Setting Local Speed Limits' advises that 20mph speed limits should be self-enforcing and that there should be no expectation on the Police to provide additional enforcement beyond their routine activities unless this has been explicitly agreed. Terminal signs and 20 mph road markings will be used to deliver a scheme that is legally enforceable and which people would accept and understand why they are being asked to drive at 20 mph. Where there is local support, Community Speed Watch campaigns may be set up to raise awareness of excessive speeding.
- 5.14 The proposed two year implementation programme has been developed to implement 20mph speed limits in Bath and Northeast Somerset is shown in Appendix A. Priority is given in the programme to the larger residential areas, but the aim is to cover all residential areas over the 2 year period.
- 5.15 Informal consultation undertaken on the first 20mph speed limit area proposed in Southdown/Twerton shows that 68% of residents to be in favour of the proposals.

6. RISK MANAGEMENT

- 6.1 The report author and Lead Cabinet member have fully reviewed the risk assessment related to the issue and recommendations, in compliance with the Council's decision making risk management guidance.

7. EQUALITIES

- 7.1 An EqIA has not been completed because there is no impact of introducing 20mph speed limits on equality groups.

8. RATIONALE

- 8.1 To improve the local environment for people on foot and on bicycles, to make residential streets safer for children and adults and to raise awareness of safety issues for all road users.

9. OTHER OPTIONS CONSIDERED

- 9.1 The option of implementing 20mph Speed Limit Zones using traffic calming measures was considered to be too expensive.

10. CONSULTATION

- 10.1 Cabinet members; Overview & Scrutiny Panel; 151 Finance Officer; Chief Executive; Monitoring Officer.

10.2 The 20mph Speed Limit in Southdown and Twerton was carried out by distributing a leaflet and questionnaire to every resident and business in the area. A presentation was given to the Planning, Transport and Environment Policy Scrutiny Panel at their meeting on 17th January, 2012 who asked to be kept informed of progress.

11. ISSUES TO CONSIDER IN REACHING THE DECISION

11.3 Customer Focus; Sustainability

12. ADVICE SOUGHT

12.1 The Council's Monitoring Officer (Divisional Director – Legal and Democratic Services) and Section 151 Officer (Divisional Director - Finance) have had the opportunity to input to this report and have cleared it for publication.

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Sponsoring Cabinet Member	Councillor Roger Symonds
Background papers	None
Please contact the report author if you need to access this report in an alternative format	