

20mph Speed Limits in Residential Roads – Update

**Briefing Note for Planning Transport & Environment P D S Panel,
15 January 2013**

Author: Nick Jeanes, Team Leader Traffic & Safety

1. Background

1.1 On 11th April 2012 Cabinet approved a 2 year programme to implement 20mph limits in residential roads throughout Bath & North East Somerset. A funding item of £500,000 was allocated for this work, and a nominal timescale indicated, which showed the project being rolled out progressively through 14 defined areas within the urban areas and larger villages, and a 15th phase to cover residential roads in all the smaller villages, to be completed by the end of 2013.

1.2 A briefing note was tabled at the Planning Transport and Environment PDS Panel on 11th September 2012 giving details of funding and consultation issues, and outlining the progress to date. This current report is to give a further update on progress.

2. Progress to Date

2.1 Although there was some delay in initiating the scheme due to cost issues, the first area Traffic Regulation Order (Twerton/Southdown) became operative on 24 September 2012, and the remaining area TROs are now being progressed as proposed. Appendix 1 shows the current status of all the areas. This document is also on a generic 20mph Speed Limit page on the Bath & North East Somerset website, which can be found via 'T' on the website A-Z. It is regularly updated and will form the basis of future updates on the 20mph project.

2.2 Due to the requirements of the Traffic Regulation Order process and a larger than anticipated response to the consultation only areas 1 and 2 (Twerton and Peasedown) will be completed on site during 2012/13. The remainder of the programme is scheduled to complete in the order listed during 2013/14.

2.3 The consultation results from Areas 3, 4 and 5 have indicated support for the new speed limit and officers are currently designing the scheme and drafting the TRO.

2.4 The consultation results from Areas 6 and 7 are currently being evaluated.

3. Funding

3.1 Accounts for the first phase of the project (Area 1) are yet to be received.

3.2 It was previously established that the £500,000 funding made available for the scheme would not be enough to implement it in full. Accordingly, a sum of £70,000 has been indicated in the draft 2013/14 Transport Capital Programme, however this has yet to be approved.

4. Spreading the 20 Message

4.1 The previous report highlighted the need to influence driver behaviour through education and publicity initiatives. The use of softer measures similar to those proposed by Bristol City Council has been investigated, but no conclusion drawn at the present time. However it is recognised that many professional drivers who use the residential network can be canvassed, and reminded of, the new speed limits as they are introduced, including bus drivers, taxi drivers, and, importantly, the Council's own fleet drivers and Officers. The Traffic & Safety Team will be working with these sectors to ensure the correct message is conveyed to them. Currently, Road Safety Officers are liaising with local driving instructors to ensure they are aware of the 20mph roll-out programme, and are instructing learner drivers appropriately.

5. Monitoring

5.1 It is proposed to carry out 'after' surveys of both vehicle speeds and injury accident records, to compare with data collected before each 20 TRO is introduced. The speed surveys will be carried out approximately 6 months after each 20 area becomes 'live', and accident comparisons carried out 1 year and 3 years after implementation, which is the norm for traffic schemes. This information will be reported in due course. It is also proposed to carry out customer satisfaction surveys, however the form and timescale for these has not yet been established.

