

CABINET (TRAFFIC AND PARKING) COMMITTEE

17 NOVEMBER 2008

WINCHESTER CITY CENTRE 20 MPH SPEED LIMIT

REPORT OF HEAD OF ACCESS AND INFRASTRUCTURE

Contact Officer: Neville Crisp Tel No: 01962 848484

RECENT REFERENCES:

PTP148 - Winchester City Centre 20 mph Speed Limit Proposal, 28 June 2001

PTP209 - Home Zones and 20 mph Update, 7 February 2002

EXECUTIVE SUMMARY:

At Council on 25 June 2008, a Notice of Motion was proposed by Councillor Higgins regarding the introduction of a 20mph speed limit as follows:

“This Council, recognising the need to increase the safety of the residents of the area and the overwhelming support given by local community groups, calls on the officers in conjunction with Hampshire County Council to introduce 20mph zones in residential areas in the District.”

The Motion was referred to this Committee for consideration. The full text of the Council Minute is set out in Appendix A to this Report.

The County Council has included this possibility within the brief for a study currently being undertaken by Mott Gifford consultants.

This report summarises the work previously undertaken and the current position with regards introducing such speed limits/zones.

RECOMMENDATIONS:

That the implementation of a 20 mph speed limit/zone for central Winchester be reviewed once the findings of the County Council/Mott Gifford study have been reported.

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REPORT OF HEAD OF ACCESS AND INFRASTRUCTURE

DETAIL:

1 Introduction

- 1.1 The possibility of introducing a 20 mph speed limit throughout the central area of Winchester was investigated and reported on following the successful introduction of a similar scheme in Salisbury in November 1999. Reports were prepared by both the City Council (WCC) and the County Council (HCC) and preliminary plans for a 20mph zone for the central area of Winchester were produced. However, this proposal was subsequently rejected by HCC due to concerns over the speed of traffic on the 2 lane one-way roads within the City centre where speeds were expected to be too high for the scheme to be self-enforcing.
- 1.2 As part of the on-going Winchester Town Access Plan consultation, HCC have commissioned a two stage traffic and transportation study to be carried out by Mott Gifford consultants to review aspects of the traffic and transport network for Winchester. Part of the brief for this study includes the review of some key one-way streets and the possibility of introducing a 20 mph speed limits/zone for the City. This study has only just been commissioned and the initial results are expected by December 2008.
- 1.3 WCC and HCC Officers will work closely together on any actions recommended as a result of the study, however, until this has been produced it is not considered appropriate for WCC to pursue the introduction of a 20 mph speed limit independently as a substantial amount of work could be duplicated or abortive.
- 1.4 The Department for Transport (DfT) policy on implementing speed limits is covered in their Circular Roads 01/93 and Circular 01/2006. These state that various aspects should be considered when considering changes to speed limits including; accident and casualty savings, reduced emissions, improvement to the environment, conditions and facilities for vulnerable road users. The introduction of 20 mph speed limits/zone in Winchester is expected to be of benefit in all circumstances.
- 1.5 To introduce a zone covering the city centre would entail a very limited number of signs at the entry/exit points only, however, this would be contrary to DfT requirements (see 1.6 below). It would be possible to introduce either a blanket 20 mph speed limit or a series of separate 20 mph speed limits. The

blanket speed limit would only need the same number of terminal signs as the zone, but it would also be necessary to have repeater signs at regular intervals of approximately every 250 metres. If some main roads were to be omitted, such as St Georges Street or North Walls, this would entail the introduction of 20 mph terminal signs at every change of speed limit. The repeater signs would also still be needed at regular intervals.

- 1.6 The statutory provisions in relation to 20 mph zones [Direction 16(1) TSRGD 2002] requires that no point within the zone must be further than 50 metres from a traffic calming feature, unless in a cul-de-sac less than 80 metres long. This would effectively rule out the introduction of a 20 mph zone for Winchester city centre without the specific approval of the Secretary of State.
- 1.7 HCC policy on assessing and setting speed limits, including 20 mph limits/zones, on the county road network reflects the requirements of the DfT guidance in Circular 01/2006. HCC are very unlikely to depart from this.
- 1.8 Hampshire Constabulary have to endorse any new speed limit orders and they would also expect any proposals to be in accordance with the DfT standards. Although they are likely to support any proposals they would expect the speed limit to be largely self-enforcing and would be unlikely to actively carry out enforcement.
- 1.9 It will be necessary to carry out a reasonably large number of speed surveys prior to any proposals being brought forward to establish that the proposal falls within the criteria set by HCC and DfT. The DfT states that the mean average speed of vehicles for a 20 mph to be introduced must be 24 mph or below. The on-going study by Mott Gifford will entail a number of surveys which should help assess whether a 20 mph speed limit/zone is viable.
- 1.10 If the existing traffic speeds are found to be too high it is possible that physical traffic calming measures may be required to ensure the speeds meet the DfT criteria. The extent and type of measures cannot be predicted at this stage, however, if measures are required these will need to be thoroughly consulted upon in accordance with current legislation.
- 1.11 In addition to the above, speed limits are a reserved matter for HCC within the WCC/HCC Traffic Management Agency Agreement, so any future proposals by WCC would have to be sanctioned by HCC before proceeding. The proposals would also affect 'county interest roads' which would again dictate HCC approval before proceeding.

OTHER CONSIDERATIONS:

2 CORPORATE STRATEGY (RELEVANCE TO):

The proposals accord with the corporate priority for safeguarding our high quality environment and promoting a safe and secure community.

3 RESOURCE IMPLICATIONS:

The cost of investigating the above is covered by the resource for traffic management provided by HCC.

4 BACKGROUND DOCUMENTS:

Reports and correspondence on Access & Infrastructure files Ref. 810402.

5 APPENDICES:

A Extract from Council Minutes of 25 June 2008

B Drawing No. 810402/CAB1740TP/001 - Possible Extent of 20 mph Speed Limit/Zone

MINUTE EXTRACT FROM COUNCIL – 25 JUNE 2008**NOTICE OF MOTION**

In accordance with Council Procedure Rule 9, the Council considered the following Notice of Motion proposed by Councillor Higgins and seconded by Councillor Pines:-

“This Council, recognising the need to increase the safety of the residents of the area and the overwhelming support given by local community groups, calls on the officers in conjunction with Hampshire County Council to introduce 20mph zones in residential areas in the District.”

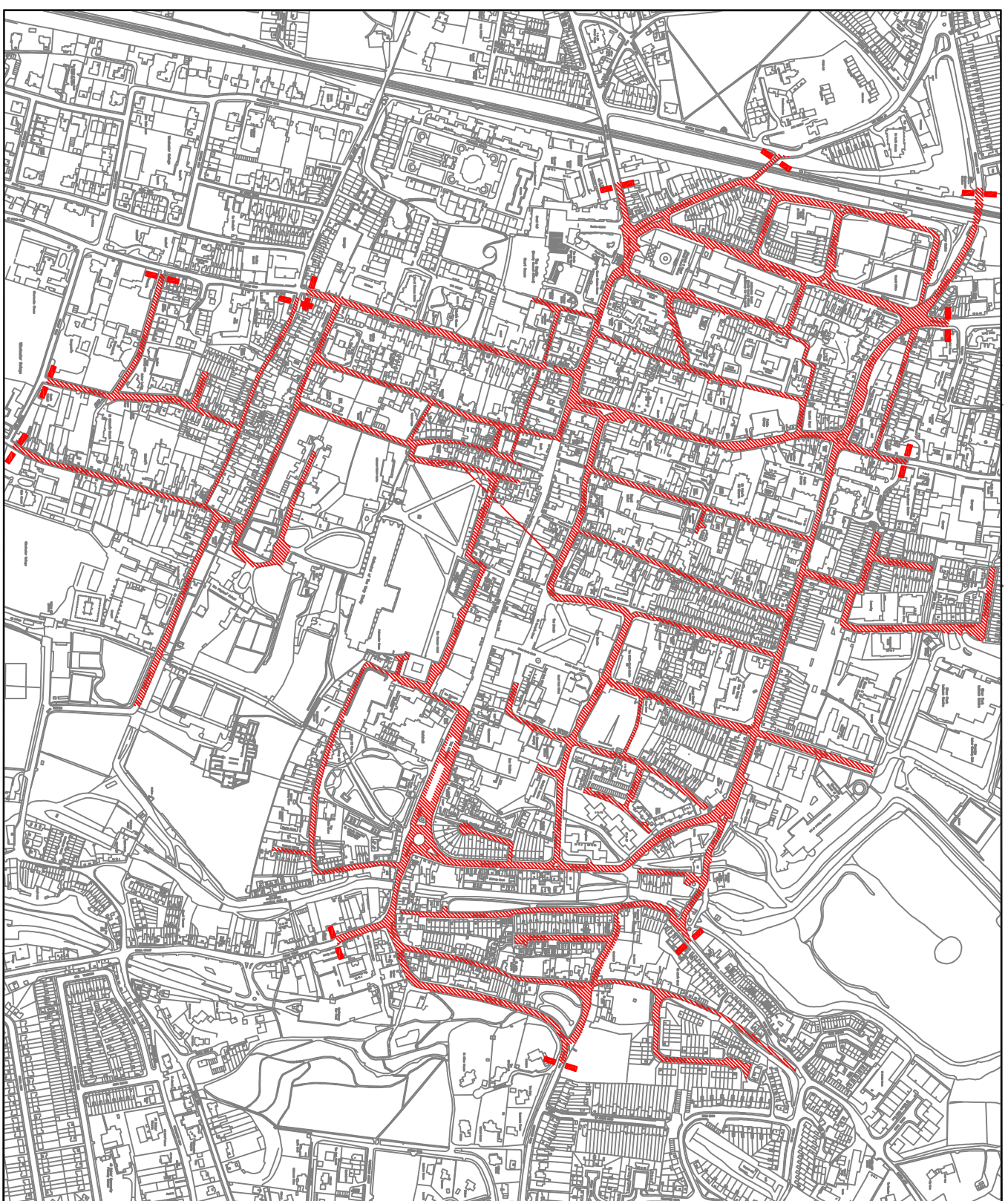
Councillor Higgins explained that, when studying statistical evidence, the District performed very well regarding most aspects of healthy living, but one major area where the statistics were poor concerned the high number of road accidents. Reducing vehicle speeds in certain areas would be a positive step towards achieving greater road safety in the District.

Other Members supported the Motion and pointed out that cyclists and areas around schools could benefit from the additional protection which lower speed limits would bring. It was suggested that the Winchester Town Forum and the Cabinet (Traffic and Parking) Committee could undertake some joint work on this matter. It may also be productive to involve the Environment Scrutiny Panel and to liaise with Portsmouth City Council, who had some experience of introducing lower speed limits.

Further comments focussed on the need to reduce the speed of buses through the pedestrianised area of Winchester town centre and that there were equally important traffic safety concerns in many rural parts of the District. One Member offered a counter view, explaining that some evidence suggested that lower speed limits had led to an increase in accidents; therefore other options to improve road safety must also be considered.

RESOLVED:

That the above Notice of Motion be referred to the Cabinet (Traffic and Parking) Committee for consideration.



 ENTRY/EXIT GATEWAY
 20 MPH LIMIT ZONE

Form	Description	Date	Drawn



Winchester
 City Council

OPERATIONS GROUP
 ACCESS & INFRASTRUCTURE
 City Offices
 Colebrook Street
 Winchester
 SO23 9LJ



Project:
 TRAFFIC ORDERS GENERAL
 REPORTS

Title:
 20 MPH SPEED LIMIT /ZONE
 WINCHESTER

EXTENT OF
 POSSIBLE LIMIT /ZONE

Scale:	Date:	Checked:	Status:
ASSENTS	OCT 2008		
Drawn:			
AVC			
DRG. No.			
810402/CAB1740TP/001			