

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	6 May 2014
Title:	Residential 20 mph pilot programme – additional rural schemes
Reference:	5761
Report From:	Director of Economy, Transport and Environment

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1. Executive Summary

- 1.1. The purpose of this paper is to obtain approval for adding three new rural locations to the Residential 20 mph Pilot Programme.
- 1.2. This paper explains the reason for adding rural locations, identifies how a shortlist of potential locations for the programme has been selected and recommends which locations should be implemented.

2. Background to the pilot 20 mph programme

- 2.1. A pilot programme is currently underway which is introducing 20 mph speed limits in nine residential areas across the county. The purpose of the programme is to evaluate the impact of 20 mph speed limits, using only terminal signs and roundel road markings, in terms of vehicle speeds and local support/opinion.
- 2.2. The programme originally consisted of 10 locations, but one was not taken forward because the initial consultation identified a low level of local support. Seven of the nine 20 mph limit schemes have been implemented and the remaining two are due to come into force shortly.
- 2.3. It is intended that the pilot programme will be evaluated once the speed limits have been in place for approximately 12 months and follow-up speed surveys and questionnaires have been received. The information will help to determine whether the County Council should use 20 mph limits on a wider basis in the future.

3. Rural 20 mph speed limits

- 3.1. On 21 January 2014, when reviewing the proposed policy on speed limits, the Economy, Transport and Environment Select Committee recommended there should be an additional 20 mph pilot scheme in a rural area.

4. Shortlisting of potential rural locations

- 4.1. In 2012 Members were asked to put forward residential locations for the 20 mph pilot programme. Those locations that were in rural areas and were not selected at that time have been considered again, together with other rural locations where requests for 20 mph limits have been requested since then by residents, parish councils, and Members.
- 4.2. Officers have assessed the locations against the same criteria used in 2012 and scored each location as to its suitability for a 20 mph limit.
- 4.3. The pilot programme is focussed on residential areas and therefore the rural locations need to be residential too. Rural locations that would be suitable for a 20 mph limit are those where most drivers would comply with a 20 mph limit without the need for additional enforcement or engineering measures. It is also important that they are contained villages in that they do not adjoin any neighbouring built-up areas.
- 4.4. Based on this assessment three villages are considered to be most suitable for the 20 mph pilot programme: Chilbolton, Dummer and Micheldever.
- 4.5. It was not possible to single out one of these villages as being most suitable for inclusion within the pilot programme. It is therefore recommended that all three are put forward because collectively they are representative of a range of different conditions.
- 4.6. **Chilbolton, Test Valley** - a request for a 20 mph limit was submitted by a group of local residents in 2013. There are no footways throughout much of the village, particularly the older part. The village has a shop, pub and church.
- 4.7. **Dummer, Basingstoke** - the Parish Council first requested a 20 mph speed limit in 2008 or earlier. The roads are currently subject to the national speed limit, and although it had the opportunity for a 30 mph limit under the "Village 30" initiative in 2008, the Parish Council declined because it believed a 20 mph limit was more suitable. Dummer is a small village with no footways. It has a pub and church.
- 4.8. **Micheldever, Winchester** - requests from residents for a 20 mph limit pre-date 2012 and the local Member put the village forward for the original pilot programme. In common with the other two villages it has few footways and there is a church, shop and pub. It also has a primary school.

- 4.9. The County Members for these three villages support the introduction of 20 mph speed limits.
- 4.10. These villages have been selected because they meet the core Residential 20 criteria, there is strong evidence of local support, and they differ in their characteristics in terms of size, amenities and road layout. Such variations help strengthen the pilot programme because it will provide results across a broader range of locations. Other potential village locations were considered but none met the criteria as well and would not therefore have contributed as strongly to the pilot as the selected locations.

5. Finance

- 5.1. The pilot programme is funded from capital and has a budget of £200,000. The schemes implemented so far have been delivered well within the overall budget. In view of this, and given that the tenth scheme was not implemented, it will be possible to implement 20 mph speed limits in the three villages above within the original overall budget for the programme.

6. Future direction

- 6.1. Subject to the Executive Member's approval, the extent of the 20 mph limit in each village will be determined and then a questionnaire will be sent to all households within the area asking residents whether they support it. 'Before' speed surveys will also be undertaken. It is anticipated that this will take place during the summer.
- 6.2. Where there is a clear majority of respondents in favour of the speed limit, a Traffic Order will then be formally advertised for public comment. Objections will be treated in accordance with the County Council's usual procedure for Traffic Orders. The speed limits can then be implemented. The earliest this could be expected is January 2015.
- 6.3. Further speed surveys will be undertaken once the 20 mph limits are in place, and follow-up questionnaires are likely to be sent out approximately 12 months later. If lack of compliance with the lower limits is seen as an issue, residents will be encouraged to set up Community Speed Watch groups with the help of the police.
- 6.4. The 'after' speed results and questionnaire data from the village 20 mph speed limits will be evaluated together with the other pilot schemes to help inform the future direction of 20 mph speed limit policy in Hampshire.

7. Recommendation

- 7.1. That 20 mph speed limits be implemented in the villages of Chilbolton, Dummer, and Micheldever as part of the pilot programme, subject to a positive outcome to the public consultation and the Traffic Order process.

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>	<u>Reference</u>	<u>Date</u>
Residential 20 Pilot Programme – Update	5007	23 July 2013

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>
Rural Residential 20 Pilot Schemes for Consideration	Traffic and Road Safety Team
Economy, Transport and Environment Select Committee, 21 January 2014 – Minutes (to be confirmed)	http://www3.hants.gov.uk/councilmeetings/meetingsummary.htm?date_ID=1407

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. The website contains a summary [assessment of the impacts](#) of the objective "Safe and Well Managed Highways in Hampshire".
- 1.2 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. Although the Police are responsible for enforcing speed limits, the Residential 20 mph pilot programme has focused on areas where there is a greater likelihood of compliance by drivers. This matter is not, therefore, expected to have an impact on crime and disorder.

3. Climate Change:

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

If 20 mph speed limits help residents to feel safer as pedestrians and cyclists, it may help encourage more local journeys by these modes of transport, which could help reduce energy consumption.

- 3.2. How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

No impact.