

BRIEFING TO **Failsworth District Executive**

20mph Speed Limits in Residential Areas

Portfolio Holder: Cllr D Hibbert

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What the issue is:

Briefing to the District Executive on the motion to consider the introduction of a 20mph speed limit on residential roads within the borough, and to seek the committee's views in principle, on the introduction of such a proposal.

Requirement from Leadership:

N/A

How to be actioned:

- Report author attending
- Discussion item
- Presentation
- Workshop
- Circulate offline to Leadership for information

1 Background and purpose of the proposal

- 1.1 Following a Council motion, Unity Partnership on behalf of Oldham Council as Highway Authority, has been asked to look into the issues associated with the introduction of a 20mph speed limit on residential roads within the borough of Oldham.
- 1.2 The work involves looking at the appropriateness of this proposal and identifying and reporting on relevant factors for consideration. These factors include technical aspects referred to later on in this note but also, and where appropriate, local support is captured via the District Executive meetings across the borough.
- 1.3 Various Local Authorities have introduced similar proposals which have either been borough / city wide and introduced over a phased period, for example a number of years or a pilot area has been commissioned in a particular area and the success monitored over a period of time usually 12 months, to see what has changed before committing to wide spread implementation.
- 1.4 These schemes consist of signage and road markings only, they do not include physical measures such as road humps.
- 1.5 If support is received it is likely that a pilot scheme will be promoted in a particular area of the borough. This will be identified based on the highest level of road causality occurrence.

2.0 Expected Changes in Road Causality Occurrence

- 2.0 It is difficult to quantify the benefits which may follow from the introduction of a 20mph speed limit within residential areas. Perhaps one way to gauge the likely outcomes is to compare the proposal with the position that other Local Authorities have reported in the country. A snap shot has been shown below;
 - Portsmouth – introduced 20mph limits on most residential roads (94% of their road's length). This resulted in a 22% reduction in casualties and an average speed reduction of 1.3mph.
 - Warrington – Introduced 3 pilot areas and produced a reduction in casualties of 27%, with an average speed reduction of 1.5mph.
 - Edinburgh - Contains roughly 79km of streets, of which 20km are covered by existing 20mph zones or other traffic calming and 40km would be subject to the new limit. It is proposed to leave 19km of major or Secondary Roads with a 30mph limit.
 - Newcastle – Introduced Pilot Schemes across 4 area's. There was a reduction in average speed of 1.1mph and a 18% reduction in accidents.

- Wirral – have proposals similar to our own – not progressed yet; however, in the neighbouring Sefton Area which is split into 135 cells, a number of 20mph Zones will be completed per year.
- Liverpool City Council is committed to introducing an extensive 20mph zone across the city; this proposal includes no additional road humps. It will take approximately 4 years to complete at a cost of £1.65m. The city has been divided into 7 areas that have been prioritised based on the number of traffic collisions. It will include almost all residential roads.

3.0 Current Position

3.1 Work has started on this review and as result we aware that;

- There are 56 schemes implemented in the Borough that incorporate 20mph Zones (these have physical measures in place such as road humps).
- These schemes cover a total length of 136km of residential and unclassified roads.
- We are aware of what streets / roads fall within each of these 56 zones.
- We have baseline accident data for each of the 20mph zones.
- We have baseline road causality data for each ward.
- We are aware of what type of physical measures are deployed in each zone i.e. vertical or horizontal deflection (humps versus chicanes).

3.2 Perhaps one of the most significant facts that has come out of the work undertaken to date is that of the 20mph zones (these are areas with physical measures such as humps in place) introduced to date; circa 75% of them have clearly shown a reduction in the number of road casualties reported. The full analysis is not complete but early indications appear to suggest that the figure is significant.

3.3 Work is substantially progressed at a local level to be able to present what is happening in each District Executive and shortly road causality data will be circulated. However, information around the following areas and across the borough will ultimately be required;

- Identifying areas within the Borough that might be suitable for a 20mph speed restriction.
- Understanding existing traffic speeds within existing 20mph zones.
- Understanding existing traffic speed within non traffic calmed areas (non 20mph zone).
- Determining a potential cost for the Borough and at a District Executive level.

3.4 There is still a lot of work that needs to be undertaken and whilst not wishing to pre determine any outcome, commissioning such a large amount of work and incurring the associated costs without first receiving support for the proposal would not be appropriate, so before consideration is given to this work commencing we are engaging all of the District Executive over the next few weeks to seek their views / support on the principle.

4.0 Going Forward

- 4.1 To move the motion forward it is clear that there must be support for the proposal at a local level and it is felt that a starting point for this is to share with the six District Executives the ***principle*** only, of introducing a 20mph speed restriction rather than what it might actually mean and look like in their particular district. This would mean that the information gathered so far could be consolidated so that some data was available to share at the meeting whilst the data referred to in 3.4 would only be produced if the proposal received support ultimately.
- 4.2 If there was general support for the proposal then the work would continue and the recommendation, subject to funding becoming available, would be to implement a pilot scheme in one area. This would be followed by a monitoring and evaluation period in order to understand the level of benefit generated.
- 4.3 On the other hand if, at this time, there was no majority in favour of the initiative then we would continue with our road safety interventions involving, engineering, education and enforcement which has seen TfGM report in April 2013 that Oldham was the top performing district in Greater Manchester in having the lowest child casualties and a more modest position when considering all age groups.

5.0 Timescales

- 5.1 In terms of timescales we are looking to collate the responses from the six District Executives during July with the ultimate aim of a report being presented to full Council in October 14.

6.0 Recommendation

- 6.1 It is recommended that the District Executive identifies whether, in principle, they support the proposal to look at the implementation of a 20mph speed restriction on residential roads.