

20mph Trials

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DfT Circular 1/06 “Setting of Local Speed Limits”

- **20mph speed limits and zones are encouraged and supported by DfT**
- **Road Traffic Regulation Act 1999. LAs have the powers without consent of the Secretary State**
- **Should be generally self enforcing**

“20mph speed limits are unlikely to be complied with on roads where vehicle speed are substantially higher than this and unless such limits are accompanied by the introduction of traffic calming measures”

Review of Current guidance

20mph Speed Limits or 20mph zones??

There is a difference!

Review of Current guidance

20mph Zones

- **Area wide traffic management to create conditions in which drivers naturally drive at around 20mph because of the general nature of the location or as a result of traffic calming**
- **effective casualty reduction tool - “accidents involving injury to children maybe reduced by two-thirds (Webster and Mackie, 1996)**
- **Zones are indicated by specially designed 20mph zone entry and exit signs**
- **No additional speed limit or traffic calming signs are required within a 20mph zone as vehicle speeds will be low enough to render it unnecessary.**
- **Statutory provisions require that no point within a zone must be further than 50metres from a traffic calming feature (unless in a cul-de-sac less than 80 metres long)**

Review of Current guidance

20mph Speed Limits

- Should be used for individual roads, or a smaller number of roads
- research into 20mph speed limits showed that reductions of only about 2mph were achieved. 20mph speed limits are, therefore, only suitable in areas where vehicle speeds are already low (DfT suggest mean speeds are at 24mph or below)
- 20mph speed limits require terminal speed limit signs and 20mph repeater signs are required at regular intervals.

Review of Current guidance

DfT Circular 1/06 “Setting of Local Speed Limits”

*If a speed limit is set in isolation, or is **unrealistically low**, it is likely to be **ineffective** and lead to disrespect for the speed limit. As well as requiring significant, and avoidable, enforcement costs, this may also result in substantial numbers of drivers continuing to travel at unacceptable speeds, thus **increasing the risk of collisions and injuries**.*

Portsmouth experience

Professional perspective

- **Introduction of 20mph in Portsmouth was not strictly a proactive measure as widely reported**
- **Public and political pressure resulting from 3 fatalities on one road**
- **20mps speed limit was not supported by Council professionals or Police Officers**
- **Raised public expectations to deliver 20mph. The Portsmouth Community did not want traffic calming measures**
- **Portsmouth road environment already largely self enforcing**
- **High rates of vulnerable road user casualties.**
- **Management of demand**

Wider benefits of reduced speed

- Reduced number and severity of accidents
- More cycle friendly environment
- More pedestrian friendly environment
- Wider travel options
- Greater ownership of streets and public space by residents

Links to Council Objectives

Local Transport Plan:

- To reduce car dependency by promoting greater travel choice and awareness.
- To develop a sustainable, integrated and customer-focused transport system, which reduces the need for travel by car.
- To improve everyone's accessibility to health, employment, education, leisure and fresh food.
- To improve road safety in the Borough, To reduce the impact of traffic on air quality in Warrington,
- To deliver transport improvements which support people's quality of life in Warrington: promoting healthy, sustainable, inclusive, safe, attractive and prosperous communities.

Links to Council Objectives

Transportation Framework Components:

- Supporting the regeneration of the Town Centre and its Waterfront Area, by improving cycle access to the town centre by improving on road conditions for cyclists.
- Creating a town to cycle and walk in, by providing a comprehensive network of cycle friendly roads combined with attractive and direct off road routes and ensuring good access by foot and bike to Neighbourhood Hubs.
- Getting children to school better, by enhancing walking and cycle routes to schools
- Enhancing neighbourhoods and residential areas, through lower speeds where appropriate and development of Home-Zones.

Links to Council objectives

- Local Area Agreement
- Community Strategy
- Corporate Plan

Road Safety Approach

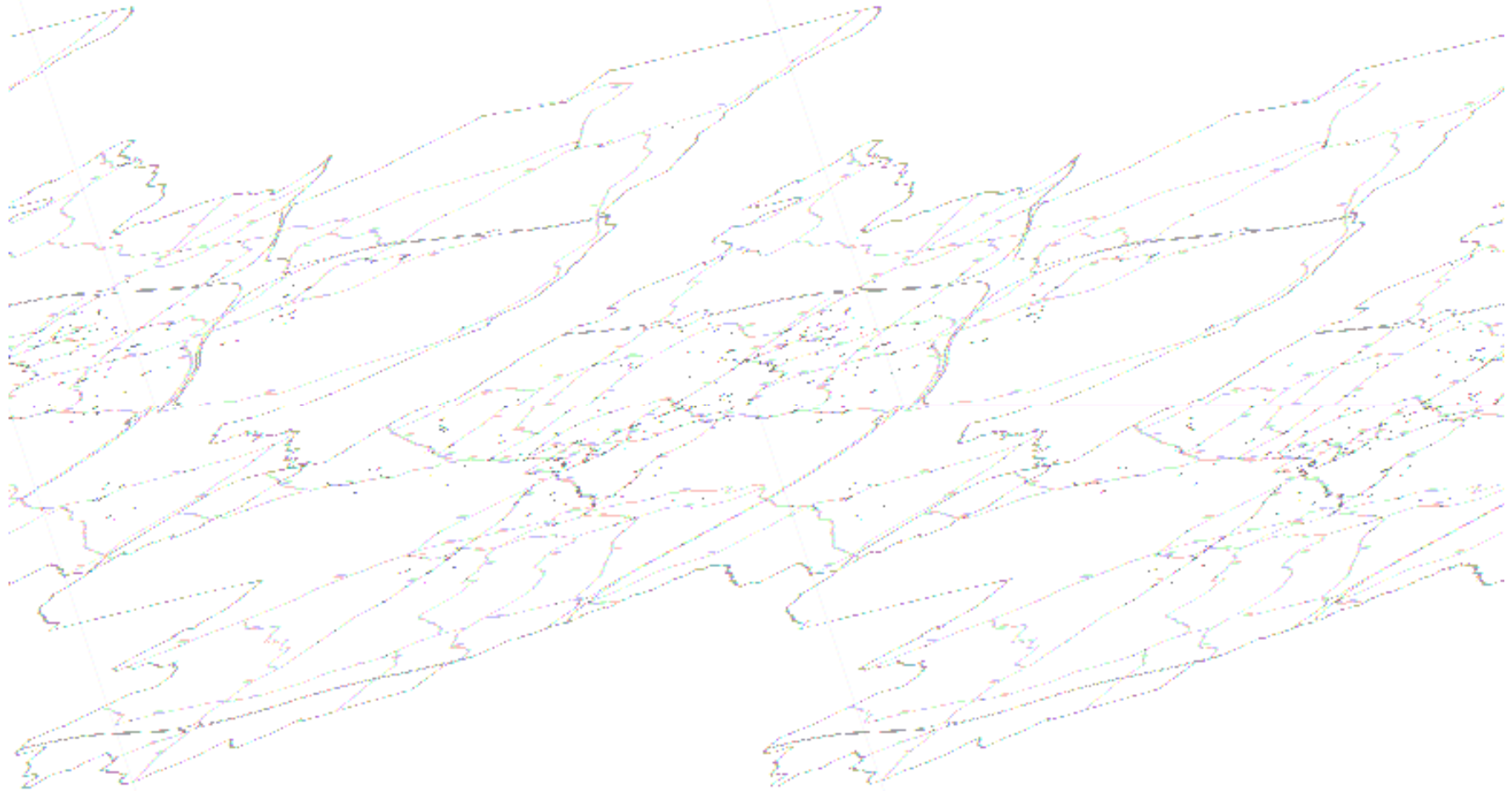
Speed Management Strategy

- **Speed Limit Review of A& B roads by 2011**
- **Assessment of request for speed limit changes in line with 1/06 guidance to achieve a consistent approach and apply a concept of “self explaining roads”.**

Local Safety Schemes Programme

- **Area wide approach**
- **Route Action**
- **Mass Action**
- **Single Site**

The Proposed Trial of 20mph Speed limits



The Proposed Trial Areas

Park Road

Long Lane / Sandy Lane / Northway Area

Town Centre

Monitoring Framework

Proposed 18month trial period

Before surveys undertaken

Repeat surveys around 1 month post implementation

High Police presence and targeted Enforcement - 9 months

Repeat Surveys

Analyse collision data - 15 months

Repeat surveys - 17months

End of Pilot - 18months

Existing speeds

AUTOMATED TRAFFIC COUNT SURVEYS		
LOCATION	MEAN (MPH)	
	(n) north (e) east (s) south (w) west	
Park Road – (prop 69)	(e) 28.9	(w) 28.4
Park Road – (prop 142)	(e) 26.3	(w) 25.5
Northway (combined)	(n) 24.1	(s)27.1
Statham Avenue	(e) 26.6	(w)24.7
Long Lane	(e) 27.8	(w)26.1
Orford Green	(e) 26.2	(w) 23.3
Bold Street	(south only) 18.0	
Academy Way	(e) 23.6	(w)24.9
Buttermarket Street	(e)23.5	(w)23.7
Scotland Road	(s) 21.0	(n)20.9
Sankey Street	(w)22.1	(e)21.1
Winmarleigh Street	(n)22.1	(s)19.1

Personal Injury Collisions

PERSONAL INJURY COLLISION HISTORY			
LOCATION	COLLISIONS		
	FATAL	SERIOUS	SLIGHT
Park Road area	0	2	8
Northway / Long Ln/ Sandy Ln area	0	6	43
Town Centre	0	7	59

Estimated Costs

Surveys £6,600 each time

Signage £70,000

TROs £5,000

Publicity £5,000

TOTAL **£86,600**

(plus the cost of removal if unsuccessful)