1. **What is proposed?**

A 20mph speed limit is proposed across a number of roads in and around central Windsor.

2. **Which roads would be included within the 20mph limit?**

A provisional area for the 20mph limit has been identified, which would result in a reduction in speed limit from 30mph to 20mph. Further speed assessments are required to confirm the suitability of the lower limit in some of the roads proposed before the list of roads is finalised. The attached drawing ‘PN-2197-01’ highlights the provisionally identified area for the proposed 20mph limit.

3. **How are the roads for inclusion within the 20mph area being determined?**

The primary source of guidance for setting speed limits is the Department for Transport (DfT) circular 01/2013. The publication recommends that local authorities “consider the introduction of more 20mph limits in urban areas…….that are primarily residential, to ensure greater safety for pedestrians and cyclists”.

The guidance also states that “the implementation of 20 mph limits over a larger number of roads……should be considered where mean speeds at or below 24 mph are already achieved over a number of roads”.

In addition to measured existing speeds, a key issue in identifying those roads to be included is to distinguish between through roads that have shops, schools, leisure facilities and high levels of pedestrian activity, versus those that have no such facilities and that function predominantly as arterial routes (albeit often with residential frontage). With the latter routes, it is important to recognise that the speed limit needs to be appropriate to the conditions of the road and what is reasonable and justifiable to motorists. A 20mph speed limit is unlikely to be well respected if drivers are unable to see any clear justification for the restriction.

A number of speed surveys are to be carried out in September and October to help confirm the suitability (or otherwise) for the provisionally identified roads to be included within the 20mph area. The surveys would also provide baseline information on current traffic speeds, which would allow comparison of this ‘before’ data with measured speeds which would be recorded after implementation of the speed limit.

4. **What are the potential benefits of the 20mph speed limit?**

4.1 **Safety**

International research has shown that a 1 mph reduction in speed leads to an average of a 5% reduction in casualties. A pedestrian hit at 20mph has a significantly higher chance of survival than if they were hit at 30mph, with the ‘20’s plenty’ organisation reporting that there is a 97% chance of survival if hit at 20mph.

4.2 **Speed Management**

Following implementation of an area wide 20mph restriction in Bristol, reductions in mean average speed across roads ranged from 0.9mph to 1.4mph. The reduction in speed achieved will be likely to vary between streets, influenced by various factors including the ‘before’ speed. In addition to reduced speeds, another benefit can be increased levels of driver awareness of the need to travel with care, with potential reduced accident risk.

4.3 **Health**

Slower speeds on roads can help to make walking or cycling more attractive options, promoting a healthier active lifestyle. 20mph as part of a broader package of measures can give children more confidence to walk, scoot and cycle to school.

4.4 **Environment**

Parts of the proposed 20mph limit fall within Air Quality Management Areas (AQMA) and the 20mph speed limit could make a positive contribution to improving air quality, potentially reducing emission levels. The proposals may encourage modal shift to more sustainable modes of transport (eg. Walking and cycling) and achieving more consistent speeds, with less frequent braking and accelerating, which can be a feature where speeds are higher.
4.5 Noise
Travelling at a more consistent speed; a feature of 20mph limits, can improve flow, reducing the frequency of stopping and starting, which can reduce engine noise as well as congestion.

4.6 Community
As part of a broader package of measures, slower vehicle speeds and increased cycling and walking can help make our communities more pleasant places to live and reduce anti-social road noise.

5. What would the 20mph limit involve?
The 20mph speed limit would involve large 20mph signs at the entry points to the area of the speed limit. Smaller repeater signs saying ‘20’ and/or 20 roundels painted on the road would be introduced through the area subject to the limit. As you exit the 20mph are, large speed limit signs would show the speed limit you are entering.

Some roads also have other speed reduction features or ‘traffic calming’, which help encourage compliance with the speed limit. Such traffic calming features include road humps and traffic islands, whilst other highway design features such as mini-roundabouts or the alignment of the road can also be a major influence on traffic speed. This area wide speed limit does not involve the introduction of a range of traffic calming measures, with the speed limit scheme proposed to involve signing and road marking to ensure that the speed limit is legally enforceable.

6. Has the decision been made to implement the speed limit?
The proposed 20mph speed limit is the recommendation of Council officers and is supported by ward councillors in response to the concerns of residents about traffic speed and for the reasons outlined in section 4 above.

A public consultation will be carried out to ensure that local residents are able to have their say on the proposals. The feedback received will help inform the decision on whether to proceed. In addition to the local consultation, the Borough is required to follow a legal process, which allows for any formal objections to the proposals. Any such objections would be considered by the Lead Member for Highways, or by Cabinet, dependent upon the number of objections, for a decision to be made on whether to proceed with the scheme.

7. What is the policy background to the proposed 20mph speed limit?
Responses to the Residents Survey from 2015 highlighted that 49% of respondents consider that vehicles speeding on the public highway is either “a very big” or “fairly big problem” in the Borough.

The proposals are consistent with the Local Transport Plan (LTP) proposal to implement 20mph limits near schools, lesser residential roads and town centres and to promote walking and cycling as alternative modes of travel.

The DfT supports the introduction of 20mph limits where general compliance is achievable without excessive reliance on enforcement and where journeys on foot or pedal cyclist movements are an important consideration and are considered to outweigh the disadvantage of possible slight increases in journey times for motorised traffic.

8. Would the speed limit be enforceable?
The 20mph restriction would be a legally enforceable limit. Enforcement powers reside with the police.

9. When would the speed limit be introduced?
The provisional time frame is to carry out the public consultation prior to the end of 2016. If councillors endorse the proposals following a review of any objections received, the intention would be to bring the 20mph restriction into effect by March 2017.

10. How can I keep up to date on the progress of the project?
Information will be made available on the Borough website as the project is developed.
Draft provisional area for proposed 20mph speed limit in Windsor

Note:

Not all roads within the shaded area may be suitable for 20mph restriction.

Clarence Road, Alma Road (for the majority of their length) are two examples of roads where the geometry and nature of the frontage development are likely to be unsuitable for a 20mph restriction, as such a limit would be unlikely to be well respected.

Operations Directorate
Highways & Transport

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