
Proposed 20mph Speed Limit– Various Roads, Thanet

To: **Thanet Joint Transportation Board, 13 December 2022**

Main Portfolio Area: **KCC – Growth Environment and Transport**

By: **Director of Highways and Transportation**

Classification: **Unrestricted**

Ward: **Salmestone, Dane Valley** Division: **Margate**

Summary: **This report summarises the results of proposed 20mph speed limit in Margate and seeks a recommendation to proceed pending identification of funding.**

For Recommendation

1.0 Introduction and Background

- 1.1 A 20mph speed limit has been requested within the wards of Salmestone and Dane Valley by the division County Member, Mr Barry Lewis. A plan of the area covered can be seen in Appendix A.
- 1.2 Salmestone Residents' Association have conducted an informal consultation in 2019 to demonstrate community support, which showed 94% of respondents in favour of a 20mph speed limit (out of 320 responses).
- 1.3 Where a member is requesting a change to the speed limit, KCC would normally expect the Member to be considered the scheme sponsor and to fund the TRO processing cost, any subsequent JTB report and the scheme implementation through their Member Grant. However in this instance KCC have agreed to fund the Traffic Regulation Order (TRO) for the proposed speed limit change.
- 1.4 There is no identified funding available from KCC to install the proposed scheme. This has been made clear to the County Member.
- 1.5 It should be noted that there is a period of 24 months after the TRO statutory consultation has ended for the TRO to be made. If the 24 month period has elapsed, the TRO must be readvertised.
- 1.6 The making of the TRO must coincide with the installation of the signs and road markings and therefore it is not possible to make the TRO without confirmed funding in place to complete the signing and lining.
- 1.7 As part of the scheme investigation, speed surveys were undertaken in a sample of roads (September 2021) which show mean speeds to be below 24mph in the majority of the roads surveyed. On the basis of this, Star Lane and College Road between Ramsgate Road and St Peters Road were excluded from the proposed area. See Appendix B.
- 1.8 The environment on the area is mostly residential. There are three primary schools in the locality, two parades of local shops, a large hospital, a playground and other amenities. Many roads are narrow with high levels of on-street parking, therefore lending themselves to lower vehicle speeds.

- 1.9 Part of the area covers a business park comprising warehouse units, light industrial units, large warehouse retailers and the Hornby model factory and museum.
- 1.10 Casualty analysis for the affected roads shows that in the three years up to 30/06/22, there has been one personal injury crash where excessive speed is shown to have been a contributory factor (Tivoli Road j/w Alexandra Road, 11/06/21, slight injury to car driver).
- 1.11 Casualty analysis for the affected roads for the same period shows four personal injury crashes involving pedestrians (3 slight, 1 serious). One of the slight injury crashes involved a young child (4 years) outside a school. There was one crash involving a motorcycle (serious injury). There were no crashes involving pedal cycles.
- 1.12 From 1 April 2013 Kent County Council became responsible for a number of Public Health functions. One of those was the health improvement for the population of Kent. In recent years the demand for the implementation of 20mph schemes had been increasing in response to both local and national campaigns.
- 1.13 In 2017, guidance on tackling air pollution (NICE, 2017) advised authorities to consider promoting a smooth driving style by introducing “20 mph limits without physical measures to reduce speeds in urban areas where average speeds are already low (below around 24 mph), to avoid unnecessary acceleration and deceleration”
- 1.14 The TRO was advertised on Friday 22 July 2022 with a closing date for responses at 12 noon on Monday 15 August 2022. Public Notices were placed on site on Thursday 21 July 2022.

2.0 Results of Consultation

- 2.1 As a result of the statutory consultation, 66 responses were received: 35 in support and 31 against.
- 2.2 The comments raised in the objections can be summarised as follows (some responses included more than one comment):

Comments	KCC response
Will cause more congestion and pollution - cars in lower gear therefore causing more pollution – will cause increased journey times	Many studies (e.g. NICE 2017) suggest a smoother driving style promoted by the implementation of 20mph speed limits could reduce particulates, emissions and fuel use by avoiding unnecessary acceleration and deceleration. The speed limit on most of the ‘main’ roads such as Ramsgate Road, St Peters Park Road and much of College Road will not be affected.
Speed limit reductions not needed in these locations – speeds already low due to nature of road.	Traffic surveys show that existing average speeds are low in most roads (under 24mph), which would imply that a 20mph limit will generally be complied with without the need for physical traffic calming measures.
Waste of money – signs and road markings cost a fortune.	20mph speed limits in urban environments where people and motor vehicles mix are recommended by a number of bodies (International Transport Forum, WHO, NICE, UN General Assembly). Benefits included enhanced road safety (less crashes and lower severity of injuries), encourages active travel with associated health benefits and

	<p>economic benefits. More details are available on the KCC website www.kent.gov.uk</p>
<p>Few people adhere to the speed limit / Police never enforce the speed limit. / more speed enforcement required</p>	<p>Traffic surveys show that existing average speeds are low in most roads (under 24mph), which would imply that a 20mph limit will generally be complied with without the need for physical traffic calming measures.</p> <p>Enforcement would need to be raised directly with Kent Police on the non-emergency number 101. Kent Police do have competing priorities in enforcement, and support 20mph speed limits that are generally self-enforcing.</p>
<p>Drivers are too pre-occupied with looking at the speedometer rather than concentrating on driving</p>	<p>Traffic surveys show that existing average speeds are low in most roads (under 24mph), which would imply that a 20mph limit will generally be complied with without the need for physical traffic calming measures.</p>
<p>Some roads advertised e.g. Holly Close are private roads – can a 20mph speed limit be imposed?</p>	<p>Private roads will be exempted from any Traffic Regulation Order, and the status of all roads will be checked prior to any order being made.</p>
<p>Some roads are cul-de-sacs so a 20mph limit would be impractical and difficult to enforce</p>	<p>Traffic surveys show that existing average speeds are low in most roads (>24mph), meaning that a 20mph limit will generally be complied with. It would be expected that with no through-road function, speeds within cul-de-sacs would generally be low.</p>
<p>Some roads already have speed cushions</p>	<p>Traffic surveys show that existing average speeds are low in most roads, meaning that a 20mph limit will generally be complied with. Existing traffic calming will assist compliance.</p>
<p>Other roads in the area ought to have higher priority – why haven't other specified roads been included?</p>	<p>The request has come via the County Member for a particular specified area. Any concerns about other roads or areas would need to be raised directly with the County Member.</p>
<p>Speed cameras / red light cameras are required</p>	<p>Safety Cameras are only installed where there is an identified issue of fatal and serious crashes as a direct result of speed. Further details of criteria can be found on the Kent and Medway Safety Camera Partnership website www.kmscp.co.uk. They are not used to enforce speed limits on the basis of enforcement only.</p> <p>Red light enforcement cameras would be considered where there is an identified crash issue resulting from non-compliance with traffic signals.</p> <p>Both these issues are outside the remit of this proposal.</p>
<p>Evidence is required to show this is a benefit</p>	<p>20mph speed limits in urban environments where people and motor</p>

	vehicles mix are recommended by a number of bodies (International Transport Forum, WHO, NICE, UN General Assembly). Benefits included enhanced road safety (less crashes and lower severity of injuries), encourages active travel with associated health benefits and economic benefits. More details are available on the KCC website www.kent.gov.uk
Traffic calming measures are required.	Traffic surveys show that existing average speeds are low in most roads (under 24mph), which would imply that a 20mph limit will generally be complied with without the need for physical traffic calming measures.
20mph speeds only required at school times.	There are many benefits to 20mph speed limits that are not only confined to school-related activity.
Tivoli Road, College Road and Beatrice Road should be excluded as they have a traffic flow function.	Tivoli Road, College Road, and Beatrice Road have been included as speeds are relatively low, they are residential in nature and there is a primary school located in College Road.
Should only be placed where there is a proven road safety issue - no evidence of justification	20mph speed limits in urban environments where people and motor vehicles mix are recommended by a number of bodies (International Transport Forum, WHO, NICE, UN General Assembly). Benefits included enhanced road safety (less crashes and lower severity of injuries), encourages active travel with associated health benefits and economic benefits. More details are available on the KCC website www.kent.gov.uk
If scheme goes ahead, it should be on a trial basis only and crash statistics reviewed for the year after implementation and scheme removed if no benefit.	KCC does not make changes to speed limits on a 'trial' basis.
A favourable opinion from local residents should be a pre-requisite	Salmestone Residents' Association carried out informal consultation which showed popular support for the proposal among residents.
Would like further details on 'preserving or improving the amenities of the area through which the road runs'. What amenities?	The wording on the statement of reasons must be one or more of those prescribed under the Road Traffic Regulation Act 1984. The amenity of the area would relate to how pleasant it is to live in or use, both of which would be improved by lower vehicle speeds.
What is the estimated cost of the proposal?	It is estimated that the implementation of the scheme would cost in the region of £17,000
Objects to blanket areas	It is more effective to cover larger areas to avoid many changes of the speed limit and large numbers of regulatory signage.
Studies show 20mph zones increase the number of accidents, not reduce them.	20mph speed limits in urban environments where people and motor

	vehicles mix are recommended by a number of bodies (International Transport Forum, WHO, NICE, UN General Assembly). Benefits included enhanced road safety (less crashes and lower severity of injuries), encourages active travel with associated health benefits and economic benefits. More details are available on the KCC website www.kent.gov.uk
Greatest risk posed by excessive speeding in 30mph limit areas	Excessive speeding anywhere poses a risk, and the greater the speed the higher the severity of a crash. Therefore in areas where pedestrians and motor vehicles mix, lower speed limits are considered much more suitable.

2.3 Kent Police registered no objections.

3.0 Financial

3.1 The advertisement of the TRO and the JTB report is being fully funded by Kent County Council as a goodwill gesture to the Member, although normally where a member is requesting a change to the speed limit, KCC would expect the Member to be considered the scheme sponsor and to fund the TRO processing cost, any subsequent JTB report and the scheme implementation through their Member Grant.

3.2 No funding has been identified for the installation of the signs or road markings.

4.0 For Recommendation

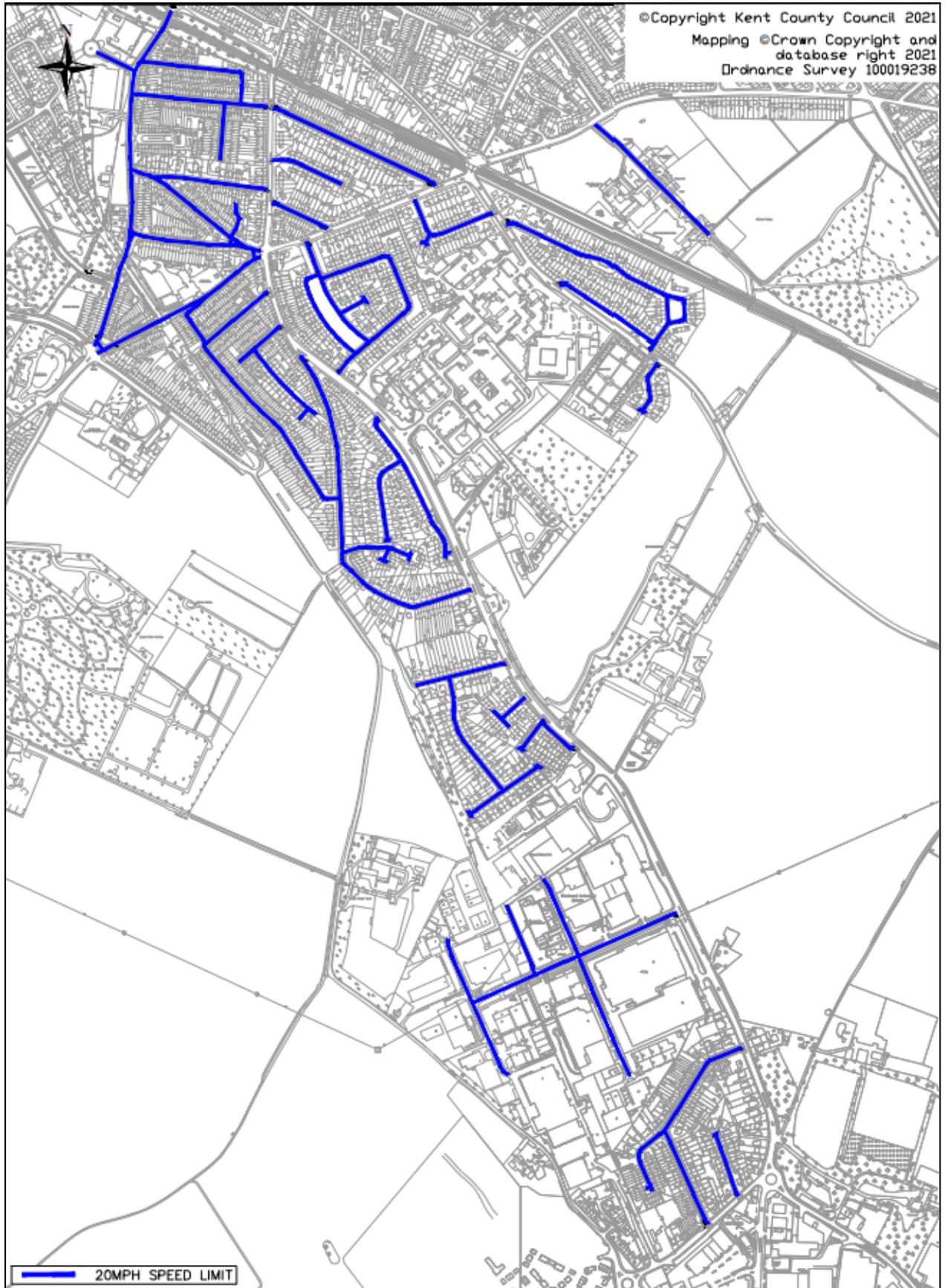
4.1 It is recommended that the TRO for the speed limit be made as advertised, pending confirmed identification of funding for the signs and road markings, within the statutory 24 month period.

Contact Officer:	<i>Richard Heaps, Road Safety Engineering Project Manager</i>
Reporting to:	<i>Nikola Floodgate, Road Safety & Active Travel Group Manager</i>

Appendix List

<i>Appendix A</i>	<i>Plan of proposed 20mph speed limit</i>
<i>Appendix B</i>	<i>Summary of speed surveys</i>

Appendix A – Plan of proposed 20mph speed limit



Appendix B – Summary of Speed Surveys

	Volume	Mean (mph)
Location - College Road outside no.79		
Eastbound	34,730	22.8
Westbound	34458	25.3
Location - College Road outside Salmestone Primary School		
Eastbound	n/a	n/a
Westbound	52755	21
Location - Connaught Road		
Eastbound	5259	22.7
Westbound	7024	23.3
Location - Enterprise Road		
Eastbound	10502	20.8
Westbound	10605	19.1
Location - Nash Court Road		
Northbound	867	15.2
Southbound	1257	15.9
Location - Star Lane		
Northbound	28967	29.5
Southbound	27569	28
Location - Tivoli Road		
Northbound	15920	24
Southbound	6109	20.4
Location - Yoakley Square		
Northbound	12280	24.8
Southbound	8151	22.3