

Maidstone Joint Transportation Board

10 July
2019



20mph Policy Review

Decision Making Authority	Kent County Council
Lead Director	Simon Jones
Lead Head of Service	Tim Read
Lead Officer and Report Author	Paul Leary, Project Manager (KCC report author) & Tay Arnold, Planning Projects and Delivery Manager (MBC lead)
Wards and County Divisions affected	All
Which Member(s) requested this report?	JTB

This report makes the following recommendations:

That the Kent County Council's 20mph policy review be noted

Timetable

Meeting	Date
Maidstone Joint Transportation Board	10 July 2019

20mph Policy Review

1. ORIGIN OF REPORT

- 1.1 Councillors on JTB have previously requested an executive summary of Kent County Council's 20mph policy review, with a view to considering the introduction of 20mph schemes in Maidstone.

2. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 2.1 This report provides an executive summary of Kent County Council's 20mph policy review as information to Maidstone Borough Council, to assist them in the future consideration of potentially implementing 20mph speed limits. The 20mph policy review went to the Environment and Transport Cabinet Committee on 24 May 2019, which proposed some amendments to the previous policy. The next stage is for KCC to conduct a series of research pilots to trial this approach at various sites within the County.
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3. INTRODUCTION AND BACKGROUND

- 3.1 The review was undertaken to ensure Kent County Council's approach to setting 20mph speed limits was up to date in line with the latest guidance.
 - 3.2 The review proposes some enhancements to the current approach to setting 20mph speed limits and the associated supporting engineering measures to seek to achieve compliance.
 - 3.3 The review recommends that a number of pilot schemes be trialled to understand the effectiveness of more innovative traffic calming measures at certain locations.
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4. KEY POINTS TO CONSIDER FROM THE 20MPH POLICY REVIEW

- 4.1 20mph speed limits which are advertised solely through the use of repeater signs and road marking roundels generally achieve a reduction in vehicle speeds of 1-2 mph. Such an approach is therefore appropriate where the average traffic speed is found to be 24 mph or lower. When the prevailing speeds are higher than this it is considered appropriate to install formal traffic calming features in a bid to reach compliance.
- 4.2 Traditional physical traffic calming measures such as speed humps do have a better effect at reducing vehicle speeds but features can prove cost prohibitive to implement and are often viewed as unpopular by many types of user.
- 4.3 Alternative, more innovative and less intrusive traffic calming measures should therefore be considered for use on 20mph schemes where the average traffic speed is 24-28 mph.

- 4.4 Potential methods include centre line removal, bus build-outs, on-street parking bay modifications and gateway features. In addition to being lower in cost, such measures are more psychological in nature and therefore encourage a reduction in vehicle speed through changing driver's perception of the road environment.
- 4.5 Amendments to the current 20mph policy are therefore proposed as part of a two-stage approach:
1. Verify community support for a 20mph speed limit, along with a scheme sponsor (e.g. Parish Council, County Member etc).
 2. Verify local benefits and need for a 20mph speed limit (scheme appraisal based on local factors) to determine the effectiveness of proposed measures in reducing vehicle speeds and personal injury collision rates, in addition to an improvement in the road environment i.e. increased levels of walking, cycling etc.
- 4.6 In light of the above, KCC will trial schemes to deliver 20mph limits at sites around the County which have followed the two-stage process. This is where the existing average traffic speeds are found to be 24-28mph and where the location is considered to be appropriate for alternative innovative traffic calming measures. At this stage the pilot locations have not been confirmed.
- 4.7 Pilot schemes will be evaluated 12 months after implementation, with the results reported back to Cabinet Committee. The precise timing of this report is not yet confirmed. However, a report can be brought back to this committee following Environment and Transport Cabinet Committee's consideration on the results. There are costs associated with implementing 20mph schemes, however there is a small amount of Local Transport Plan funding made available to monitor and review these sites that may come forward with community support for the pilots.

5. AVAILABLE OPTIONS

- 5.1 *That this report be noted*
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6. REPORT APPENDICES

- 6.1 N/A
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7. BACKGROUND PAPERS

- 7.1 The full paper can be read at <https://democracy.kent.gov.uk/documents/s90424/Item%2011%20-%20Report%20-%2020mph%20Policy%20Review.pdf>