

20mph Zones in Exeter Priorities for Delivery.

Report of the Deputy County Environment Director

Please note these recommendations are subject to confirmation by the Exeter Highways and Traffic Orders Committee before taking effect.

Recommendation

It is recommended that:

- (a) the priorities for future 20mph zones in Exeter as set out in this report be approved;
- (b) the details of each scheme be agreed for advertising with the Chairman and Local Members;
- (c) the schemes be implemented as soon as funds are available.

1. Summary

This report considers the future programme for the introduction of further 20mph zones in Exeter.

2. Background

The Local Transport Plan 2001-2006 set as a priority the extension of 20 mph zones in residential areas in the City.

The areas of Exeter already covered by 20mph zones/speed limits are indicated on attached plan no EX/650. The benefits to be achieved by reducing traffic speeds in residential areas include improved road safety, particularly for pedestrians and cyclists, and reduced "rat running" problems. The main areas where 20mph zones/speed limits have not yet been implemented are the central area, Exwick, Alphington, Topsham, St James and Pennsylvania. These areas are also indicated on the attached plan (note these areas do not necessarily coincide with electoral ward/division boundaries).

3. Priorities for Future Zones

Recognising that improved road safety and the reduction of casualty numbers is one of the prime objectives of a 20mph zone, an analysis has been undertaken of the accident record in the main areas where zones have yet to be implemented. The accident data reported during the period of the study (January 2003 to July 2005) is as follows:

		All Accidents	Speed related accidents	Speed related accidents resulting in personal injury [all slight]
(i)	The central area	58*	20	7
(ii)	Exwick	46	3	1
(iii)	Alphington	35	1	0
(iv)	Topsham	27	3	0
(v)	St. James	24	3	2
(vi)	Pennsylvania	14	1	1

*All accident data for 01/01/05 to 29/07/05 only.

4. Other Representations

In support of a 20mph speed limit for Exwick, a petition signed by 21 residents of Chelmsford Road was submitted to the meeting of the City Council on the 21 February 2006. The petition stated that "We, the undersigned residents of Chelmsford Road, Exwick urge Devon County Council to implement a 20mph speed limit, including other traffic calming measures, as in other parts of Exeter, to Chelmsford Road and other residential streets in Exwick as necessary".

5. Speed Strategy

The County Council's speed management strategy recognises that 20mph may be an appropriate speed limit for residential areas, or in other sensitive locations, for example in the vicinity of schools. However, the speed limit on the main distributor roads through an area, for example radial routes such as Alphington Road and Topsham Road, would remain at 30mph.

6. Funding

The Devon Local Transport Plan Exeter Sub Regional Programme for 2006/07, as approved by the County Council Executive on the 28 February 2006, includes an allocation of £45,000 for 20mph zones. The programme is summarised in Appendix I of report no EEC/06/1/HQ to this Committee.

7. Forward Programme

In recognition of the accident history as summarised in paragraph 3 of this report, it is recommended that the central area of Exeter, as indicated on attached plan no EX/650 should be the first priority for implementation in 2006/07, at an estimated cost of £20,000. The second and third priorities should be, respectively, St. James and Exwick, at estimated costs of £15,000 and £25,000. These estimates will allow for the introduction of the 20mph speed limit signing and for monitoring to be carried out to target physical traffic calming measures at sites where excessive speed continues to be a problem, such that the limit becomes effectively self enforcing. Alphington, Topsham and Pennsylvania would follow, subject to the availability of funding.

The aim would be to minimise the use of traffic calming features, and where they are necessary to design features on bus routes that are compatible with the passage of buses.

8. Sustainability Considerations

Improved road safety and a reduction in injuries to vulnerable road users will help to encourage more journeys to be made on foot or by cycle and will contribute towards the County Council's congestion strategy.

9. Reasons for Reaching the Recommendation

The recommendations made in this report will help to achieve the objectives of the Devon Local Transport Plan.

10. Alternative Options Considered

There is considered to be no appropriate alternative which would achieve the benefits associated with reduced traffic speeds in residential areas.

County Electoral Divisions: All in Exeter City Council Wards: All

Local Government Act 1972

List of Background Papers

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Background Paper	Date	File Ref
1. Report to County Council Executive	28/02/06	ED/06/33/HQ
2. Petition from residents of Chelmsford Road	21/02/06	

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