

Subject:	PETITION SEEKING ADDITIONAL SPEED CONTROLS IN BEACONSFIELD AVENUE & SURROUNDING AREA
Meeting and Date:	Scrutiny (Policy & Performance) Committee - 11 October 2017
Report of:	Roger Walton, Director of Environment and Corporate Assets
Portfolio Holder:	Councillor Nigel Collor, Portfolio Holder for Access and Licensing
Decision Type:	Non-Key Decision
Classification:	UNRESTRICTED

Purpose of the report: To brief the committee on the options available further to the petition seeking the introduction of speed controls in Beaconsfield Avenue and the surrounding area presented to the committee in September 2017.

Recommendation: The committee will need to consider what further action, if any, it wishes to take.

1. Summary

- 1.1 The Committee received a petition seeking the introduction of speed controls in Beaconsfield Avenue and the surrounding area at the meeting on 12 September 2017. The petition signed by 118 people, was presented by Mr D Overal and Ms K Blackstock and called for speed restriction provisions to be installed on Beaconsfield Avenue, Dover (and the surrounding area).
- 1.2 The committee resolved that; 'the Director of Environment and Corporate Assets be requested to provide a report to the next meeting of the Scrutiny (Policy and Performance) Committee.'

2. Introduction and Background

- 2.1 The petition, as presented called for speed restriction provisions to be installed on Beaconsfield Avenue, Dover (and the surrounding area).
- 2.2 In presenting the petition to the committee it was suggested that for Beaconsfield Avenue, this could involve;
 - 2 x 20mph signs (either end) and the introduction of a 20mph limit
 - Speed cushions
 - Speed table at River Side Walk
- 2.3 The discussions at the committee meeting noted that this was primarily an issue for Kent County Council as the Highway Authority but equally noted that the Council could potentially assist the petitioners by adding it's support to the proposals should this be the wish of members.
- 2.4 Members therefore agreed to ask for a report to be brought back to Committee looking at the issues raised and the options available, which could potentially meet the concerns raised.
- 2.5 Following the Committee meeting in September, the Director of Environment & Corporate Assets has been in touch with Kent Highways' District Manager. She has advised that there are no plans now and to the best of her knowledge there never have been any plans to introduce any traffic calming measures here.
- 2.6 The most common option sought to deal with speeding traffic is the introduction of a 20 mph zone, which is often used in residential areas to keep traffic speeds low and is suitable for pedestrians and children out and about in these areas. In considering

the introduction of a 20mph zone, there are number of issues which need to be considered:

- The zones should be designed to be "self-enforcing" so that the traffic naturally keeps to the speed limit. This can sometimes be achieved without additional measures due to the physical layout of the road, on-street parking etc. otherwise physical traffic calming measures will be needed to go along with the introduction of the change in the speed limit.
- This can include gateway treatments, speed humps, chicanes, road narrowing, and other measures to both physically and visually reinforce the reduced speed limit. It is worth noting that while residents may support a 20mph zone in principle they often object to traffic calming measures near their home and design requirements often give little scope to adjust the location.
- Where existing measured traffic speeds are at or below 24mph it may not be necessary to install physical calming features however signing alone is unlikely to have a significant effect on traffic speeds (typically around a 2mph reduction to the mean speeds is all that is likely).
- No point within a 20mph zone should be more than 50m from a traffic-calming feature (this can be a natural feature such as a tight bend or an installed measure).
- A Traffic Regulation Order (TRO) for the new speed limit will need to be advertised and if there are sufficient valid objections the County Council may decide not to allow the new limit to be implemented.
- Consultation will need to be carried out in relation to the speed limit change and traffic calming measures and a report to the JTB may be needed.
- There needs to be suitable locations to install the speed limit signing on all the entry points into the zone.

2.7 The cost of 20mph zones can vary significantly and will depend on the number of roads affected, the number of entry points into the zone and the type and amount of traffic calming required. Typical starting costs for the installation of a 20mph zone are;

- Traffic Regulation Order from £2,060 (required for all 20mph Zones);
- Zone entry treatment (2x pairs of signs on new posts plus carriageway roundel) from £850 each which will be needed for each entry point into the zone;

2.8 In addition to the above costs, additional site costs such as traffic management, restricted hours charges etc. will need to be added and will be calculated based on site requirements.

2.9 With regard to physical traffic calming measures, these are often introduced as part of a 20mph zone scheme, typical costs of the various options available are as follows:

- Blacktop speed hump from £1,300 each. Preformed bolt-down humps may be a cheaper option if the existing carriageway surface is suitable to accept them.
- Pre-cast concrete speed cushions from £7,000 per pair. Preformed bolt-down cushions may be a cheaper option if the existing carriageway surface is suitable to accept them.
- Carriageway speed limit roundel £150 per pair.
- Road narrowing from £1,350 each.

- Chicane from £2,700 each.
- 2.10 It is unlikely that KCC would pay for the costs of any of this as there is no crash history in this history, which is the primary basis used by KCC to determine the allocation of scarce resources, and it is understood that they will only maintain the regulatory/safety elements of this installation with the scheme promoter being expected to secure funding for maintenance of the other elements when required.
- 2.11 The installation of physical measures such as these may of course potentially reduce the amount of on-street parking available.
- 2.12 Finally it is understood that there are no plans to introduce further 20mph zones anywhere else in the District at present.

3. **Appendices**

Appendix 1: Copy of petition as presented in September.

4. **Background Papers**

None.

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