

Agenda Item: 6

Report to: Planning, Transport & Environment Committee

Date: Wednesday 7th April 2021

Subject: Project Report for 20 mph speed limit.

Summary: To consider submitting the 20 mph project plan to the Finance & Human Resources Committee.

Recommendation

To consider the project plan and agree if it should be forwarded to the Finance & Human Resources for consideration.

1. Background

1.1 At the March 2021 PTE meeting the following resolution was agreed.

PTE19/66. To consider undertaking a project plan for a 20 mph speed limit across Kings Hill.
It was **RESOLVED** to undertake a project plan for the 2022/ 2023 budget.

1.2 This decision was made as a result of receiving the following emails from a resident.

1.3 A resident wrote to the parish council regarding a blanket 20 mph speed throughout Kings Hill. The parish council responded by asking him to join the Speedwatch campaign.

1.4 The resident responded with the following emails:-

1.5 *"I appreciate you getting back to me but this a Speedwatch campaign, which will not occur for ages, is a wasted exercise as speeds around Kingshill are excessive and won't be helped by such a campaign. What is needed is a 20mph speed limit now and thus I would like you to let*

me know how this can be achieved before a child of person is killed or seriously injured.

Where I live on Forest way is very dangerous with the increased walkers and cyclists but every road on Kingshill is equally bad.

A speedwatch campaign will only delay action but another year which I believe as do many others to be unacceptable risk to the health and Safety of residents

Please advise on how we may proceed."

- 1.6 "I am afraid things are much more serious than this reply suggests Lives and safety are at serious and urgent risk here on Kingshill and urgent action is needed

I have just watched the normal stream of cars exceeding 30mph by a large margin outside my house on Forest way whilst the situation near to Waitrose on Queen street is really awful for pedestrian safety.

Budgets need to reflect the demands of the situation and I feel the answer of the Council is utterly inadequate.

The money you will waste on a plan could be used to take immediate action now with some advisory notices at least

Does no one care about the risks to life any more!

Please convey to the Committee my utter shock and disappointment at their lack of care in this matter."

2. The Case

The business case must demonstrate that there is a problem with speeding on Kings Hill.

{What the business case must demonstrate} {Finer details}

{For the Committee to decide at the meeting – evidence of the issue}

3. Strategic Case

3.1 Is the proposal needed?

3.1.1 Kent County Council have to make tough decisions on where to invest in traffic and road safety, and this means they cannot always make changes that residents feel are needed. As a top priority they invest in locations where evidence shows crashes are occurring, which are resulting in personal injury and where

there is an engineering solution that may reduce the number or severity of these.

3.1.2 Gathering data and local knowledge is really important to help with the decision making. Kent County Council review incidents within the last 3 years involving personal injury (validated by Kent Police).

3.1.3 There have been 12 "slight" accidents and 1 "serious" accident on Kings Hill in the last 5 years.

<https://www.crashmap.co.uk/Search>

3.1.4 The data does not support the need for change. If there is no crash data then Kent County Council would ask for the reason to promote change.

3.1.5 Kent County Council can only enforce this on adopted roads so to make the 20 mph universal LPT will need to agree to the project. If not residents could become confused with different speed limits.

3.2 Will it further the aims and objectives?

The parish council do not currently have any formally agreed aims or objectives.

3.3 Is there a clear case for change?

The data does not support the need for change and only one resident has suggested this to the parish council.

4. Economic Case

Is it achievable? Is the parish council capable of delivering the project?

The parish council has no agreed budget for this project which prevents the deliverability being achieved in 2021/22

4.1 The cost of 20 mph 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.

4.2 Typical starting costs for the installation of a 20mph zone are:

- Traffic Regulation Order from £2,385 (required for all 20 mph zones).

- Zone entry treatment (2x pairs of signs on new posts plus carriageway roundel) from £800 each will be needed for each entry point into the zone.
- Road safety audits £4,050¹
- *Is there robust systems and processes in place?*

4.3 Cost of community engagement

Cost of printing one sheet black and white) (3250 at 1.5 p)	£487.50
Cost of delivery	£350
Total	£837.50

4.4 Survey Monkey - Team Advantage

The Team Advantage plan is £300 including VAT per annum which includes many useful features. This can be paid £25 per month and is a 12 month contract.

4.5 Is it value for money?

4.5.1 Has a range of options been considered?

No other options have been considered.

4.5.2 Is it the best balance of costs/ benefits and risks?

{For the Committee to decide at the meeting}

5. Commercial Case

5.1 Is it viable: Is there a supplier who can meet the needs?

Kent County Council will undertake the project.

- *Can a value for money deal be secured?*

6. Financial Case

6.1 Is it affordable? - Are the costs realistic and affordable?

¹ New Highway Works Requests Information Pack – September 2019
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The approximate costs without any additional considerations will be £9,000. The parish council cannot afford this in the current budget.

6.2 **Potential Additional Costs**

- The carriageway may need to be resurfaced to provide a sound, even surface for the entry treatment if provided.
- Depending on site conditions, a Temporary Traffic Regulation Order to close the road along with associated diversion signs or temporary traffic lights may be needed in order to install the physical measures safely.
- Utility services in the verges may need to be relocated in order to install gates or enhanced signing. (This can be very expensive, especially if there are fibre optic cables).
- Amendments to the existing TRO's may be needed to accommodate the changes.
- Drainage alterations.
- Enhanced construction materials.
- Road safety audits giving independent safety advice on planned changes.

6.3 **Is the required funding supported and available?**

There is no funding available in the parish council budget.

7. Management Case

Is it achievable?

- *Is there robust systems and processes in place.*
{For the Committee to decide at the meeting}

8. Legal Implications

The parish council have the power to make payments to a highway authority for traffic calming schemes for the benefit of the council's area under the Highways Act 1980, s274A.

9. Impact on Local Crime and Disorder

This project has no impact on crime and disorder.

10. Impact on Climate Change and Biodiversity

10.1 According to the 20's plenty campaign 20mph limits enter the climate debate as crucial to reduce fossil fuel use for transport in towns and villages.

10.2 Slower speeds offer three major benefits for the climate.

- Less fuel is used
- People feel more confident at active travel
- Reduce oil dependence².

11. Community Consultation/ Engagement

Community engagement has not yet taken place and so a need has not yet been established. It has not been shown that the local community are suggesting there is a wide issue of speeding.

The costs for community engagement are shown in paragraphs 4.3 and 4.4 of this report.

12. Risk Assessment

12.1 To undertake anything with such a high financial cost whilst the reserves are being replaced would be a high risk strategy for the council. The financial investigation laid out that the parish council does not have the required amount of reserves to function and the council is in a three year replacement programme, to spend any of these reserves whilst they are being replaced puts the parish council at risk.

Decision Required

To consider the project plan and agree if it should be forwarded to the Finance & Human Resources for consideration.

Contact Officer: Georgina Jackson, Deputy Clerk
Date: 25th January 2021

² <https://www.20splenty.org/climateblog#:~:text=Blogs-,%20The%20Climate%20Emergency%20%E2%80%93%2020mph%20Reduces%20Emissions%2C%20helps%20traffic,reduction%20and%20reduces%20oil%20dependency.>