
REPORT OF THE SUSTAINABLE REGENERATION DIRECTORATE

TO CHAIRMAN OF THE PLANNING AND
TRANSPORTATION REGULATORY PANEL

ON 17 December 2009.

TITLE: INTRODUCTION OF 20mph SPEED LIMITS

RECOMMENDATION:

That the Chairman of the Planning and Transportation Regulatory Panel:

Note: The Contents of the report

EXECUTIVE SUMMARY:

This report provides guidance for the introduction of 20mph speed limits within Salford

BACKGROUND DOCUMENTS: N/A
(Available for public inspection)

KEY DECISION: NO

DETAILS: See Report

KEY COUNCIL POLICIES: N/A

EQUALITY IMPACT ASSESSMENT AND IMPLICATIONS: N/A

ASSESSMENT OF RISK: N/A

SOURCE OF FUNDING: N/A

LEGAL IMPLICATIONS Supplied by N/A

FINANCIAL IMPLICATIONS Supplied by N/A

OTHER DIRECTORATES CONSULTED: N/A

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WARD(S) TO WHICH REPORT RELATE(S): All wards

BACKGROUND:

Planning and Transportation Regulatory Panel of the 6th August deferred consideration of:

- a) The Salford City Council (Hilton Lane, Walkden) (Introduction of new 20mph speed limit) Order 2009 and;
- b) The Salford City Council (Hilton Lane, Walkden) (Road Humps Notice) 2009.

And requested further information on the introduction of 20mph speed limits and any requirements for traffic calming measures

REPORT:

Guidance on Traffic Calming and Speed Limits is given in the Department for Transport Local Transport Note 1/07.

With regard to 20mph speed limits research indicates that the speed reduction achieved with the use of 20mph signs alone is likely to be small, about 1mph. Therefore, 20mph speed limits enforced by signs alone would be most appropriate where 85th percentile speeds are already low (24mph or below) and further traffic calming measures are not needed. 20mph speed limits without self-enforcing features have the attraction of being relatively inexpensive to implement. However, regard must be given to the 'before' speeds, because the higher they are, the less likely it is that speeds could be reduced to 20mph by signs alone.

Traffic surveys at two locations on Hilton Lane reveal an 85th percentile speeds of 29mph and 34mph even with the existing traffic calming measures therefore in order to introduce a 20mph speed limit additional self enforcing features will be required in order to reduce the 85th percentile speed to 20mph.