

DECISION-MAKER:	Cabinet
SUBJECT:	Speed limit reduction on A33 / A27 Bassett roads
DATE OF DECISION:	19 July 2022
REPORT OF:	CABINET MEMBER FOR TRANSPORT & DISTRICT REGENERATION

<u>CONTACT DETAILS</u>			
Executive Director	Title	Executive Director Growth	
	Name:	Adam Wilkinson	Tel: 023 80
	E-mail	Adam.Wilkinson@southampton.gov.uk	
Author:	Title	Transport Delivery Team Leader	
	Name:	Wade Holmes	Tel: 023 80
	E-mail	Wade.Holmes@southampton.gov.uk	

STATEMENT OF CONFIDENTIALITY
Not Applicable

BRIEF SUMMARY

Southampton City Council lowered the speed limit on A33 Bassett Avenue, A33 The Avenue from 40mph to 30mph under a Temporary Traffic Order to support the installation of temporary cycle lanes (some remain as permanent) and improve the overall road safety of the corridor for all road users. Other roads in the proximity with a 40mph limit include A27 Bassett Green Road and Bassett Wood Road.

A Traffic Regulation Order to reduce the speed limit and make all of these roads a permanent speed limit of 30mph was advertised in December 2021 with the majority of submissions in support of the reduction in speed limit. The Police have objected to the Traffic Regulation Order for A27 Bassett Green Road, A33 Bassett Avenue and A33 The Avenue. A decision is now required from Cabinet if the Traffic Regulation Order should proceed or be withdrawn.

RECOMMENDATIONS:

	(i)	To approve the proposals in the Traffic Regulation Order to permanently reduce 40mph speed limits in Bassett to 30mph for Bassett Avenue, Bassett Green Road, Bassett Wood Road and The Avenue.
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REASONS FOR REPORT RECOMMENDATIONS

1.	Compliance with Council's Connected Southampton 2040 Local Transport Plan – A System for Everyone, making Southampton an attractive and liveable place to improve the people's quality of life, so that everyone is safe.
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ALTERNATIVE OPTIONS CONSIDERED AND REJECTED
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2.	Do nothing / Temporary Traffic Regulation Order expires and the 40mph is reinstated. This would not be in compliance with Council's Connected Southampton 2040 Local Transport Plan. There would be implications for road safety along the
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corridor, as new cycle lanes have been designed based on the reduced speed limit, and the current crash history would not be addressed without a reduced speed limit

DETAIL (Including consultation carried out)

3. A Traffic Regulation Order for to reduce the speed limit and make these roads with a permanent speed limit of 30mph was advertised in December 2021. The Council received 532 responses, of which 136 (27%) were objections, 370 (73%) were in support and 26 were comments on the proposals.

Road	Objecting	(%)	Supporting	(%)	Preferences	Commenting	Total
Bassett Avenue	121	28%	318	72%	439	21	460
Bassett Green Road	56	17%	271	83%	327	9	336
Bassett Wood Road	38	14%	231	86%	269	6	275
The Avenue	117	27%	311	73%	428	19	447

4. Of the submissions received, Hampshire Police have stated that they will not object to Bassett Wood Road, but have objected to Bassett Green Road, Bassett Avenue and The Avenue. They have stated that based on traffic data (observed speeds of vehicles along the road) obtained as part of the monitoring of the current conditions of the road that a 40mph speed limit is appropriate for these roads. It is the Police view that reducing speed limits from 40mph by only replacing 40mph signage with 30mph signage will not see any significant reduction in overall speeds.

5. Council has obtained traffic counts showing the speeds of vehicles in the proposed roads, with the results as follows (counts taken in June 2021)

The Avenue	38.8mph	42.0mph
Bassett Avenue	37.0mph	35.8mph
Bassett Green Road	45.2mph	44.6mph
Bassett Wood Road	33.4mph	35.7mph

6. Current land use along the corridor is a mixture of open space (The Avenue), residential properties with driveway access, and links to educational facilities (University of Southampton). Access to these land uses would be improved with a lower speed limit along the corridor. The corridor is located on a bus route, with bus stops provided along The Avenue, Bassett Avenue and Bassett Green Road.

7. Current facilities for non-motorised users along these roads is as follows:

- Combined shared use path for cycles and pedestrians along The Avenue between Northlands Road and Winn Road, where the facilities are adjacent to the carriageway. There is a signalised pedestrian / cycle crossing in this section;

	<ul style="list-style-type: none"> • A pedestrian path and a segregated cycle way along The Avenue between Winn Road and The Common subway. There are no formal crossing points in this section; • A pedestrian path and no cycle way (cyclists are mixed with traffic) along The Avenue between The Common subway and Burgess Road, where the facilities are adjacent to the carriageway. There are no formal crossing points in this section; • Combined shared use path for cycles and pedestrians along Bassett Avenue, where the facilities are adjacent to the carriageway. There are signalised crossing points in this section; • A pedestrian path and no cycle way (cyclists are mixed with traffic) along Bassett Wood Road, where the facilities are adjacent to the carriageway. There are no formal crossing points in this section; and • A pedestrian path and no cycle way (cyclists are mixed with traffic) along Bassett Green Road, where the facilities are adjacent to the carriageway. There are no formal crossing points in this section. <p>There are no plans to provide additional cycle facilities along the corridor and any change to speed limits would not result in any new measures or reinstatement of previous temporary measures along the corridor.</p>																														
8.	<p>The Department for Transport (DfT) <i>Setting local speed limits DfT Circular 01/2013</i> introduced guidance that a wider range of parameters that should be considered when setting speed limits. The guidance indicates for a 40mph limit as “high quality suburban roads or those on the outskirts of urban areas where there is little development... that wherever possible cater for the needs of non-motorised users though segregation of road space”. It is considered that The Avenue, Bassett Avenue and Bassett Green Road do not fit that criteria and as such a 40mph speed limit is not appropriate. The level of frontage development, junctions, bus stops and crossings conflict with the DfT profile.</p>																														
9.	<p>A reduction in the posted speed limit will lead to lower speeds in the corridor, even with occasional enforcement from the Police. Improved signage advising of the new speed limit is proposed as part of the scheme will assist in the compliance of the new speed limit (although it should be noted that repeater signing of 30mph limits in urban areas is prohibited in design guides as the Highway Code speed limit rules apply for built up areas). Vehicle telematics and in vehicle GPS will also be updated to provide further reminders to drivers of the lower speed limit. Upon installation of the new speed limit, information will be passed onto drivers via the use of the Variable Message Signs on the corridor, and the use of Vehicle Activated Signs on a rotating basis which will flash the correct speed limit to vehicles that speed past the signs</p>																														
10.	<p>There is a history of speed related injury crashes along the corridor. Injury data for the roads is as follows:</p> <table border="1" data-bbox="316 1816 1506 2089"> <thead> <tr> <th colspan="6">Bassett Avenue</th> </tr> <tr> <th>Severity</th> <th>2016</th> <th>2017</th> <th>2018</th> <th>2019</th> <th>2020</th> </tr> </thead> <tbody> <tr> <td>Fatal</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>Serious</td> <td>1</td> <td>1</td> <td>1</td> <td>4</td> <td>1</td> </tr> <tr> <td>Slight</td> <td>2</td> <td>6</td> <td>9</td> <td>11</td> <td>4</td> </tr> </tbody> </table>	Bassett Avenue						Severity	2016	2017	2018	2019	2020	Fatal	0	0	0	0	0	Serious	1	1	1	4	1	Slight	2	6	9	11	4
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Severity	2016	2017	2018	2019	2020																										
Fatal	0	0	0	0	0																										
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Slight	2	6	9	11	4																										

	Bassett Green Road (in 40mph)					
	Severity	2016	2017	2018	2019	2020
	Fatal	0	0	0	0	0
	Serious	0	0	0	0	0
	Slight	0	1	1	1	0
	Bassett Wood Road					
	Severity	2016	2017	2018	2019	2020
	Fatal	0	0	0	0	0
	Serious	0	0	0	0	0
	Slight	0	0	1	0	0
	The Avenue					
	Severity	2016	2017	2018	2019	2020
	Fatal	0	0	1	0	0
	Serious	1	0	1	3	0
	Slight	1	2	2	2	1
11.	The Department for Transport guidance indicates that as a general rule for every 1 mph reduction in average speed, collision frequency reduced by around 5%. A reduction in the speed limit on these roads will assist in the Connecting Southampton 2040 Local Transport Plan A System for Everyone.					
RESOURCE IMPLICATIONS						
<u>Capital/Revenue</u>						
12.	The cost estimate of £25,000 capital expenditure in 2022/23 will be met from within the existing capital programme for Transport and District Regeneration.					
13.	The Transforming Cities Fund capital scheme will cover the cost to change the signage at gateway points from 40mph to 30mph restriction and the removal of redundant 40mph signs. This scheme is funded by government grant.					
<u>Property/Other</u>						
14.	Not applicable					
LEGAL IMPLICATIONS						
<u>Statutory power to undertake proposals in the report:</u>						
15.	All speed limits, other than those on restricted roads, should be made by order under Section 84 of the Road Traffic Regulation Act 1984.					
<u>Other Legal Implications:</u>						

16.	An Equality Impact Assessment has been carried out to determine if the scheme will have any impact on key user groups, and has found that no adverse impact has been identified. The scheme will deliver positive benefits in terms of road safety.
RISK MANAGEMENT IMPLICATIONS	
17.	Approving the Traffic Regulation has minimal risk. The proposal is in alignment with relevant Department for Transport guidelines for setting speed limits on roads. There is a risk that the Police may only provide occasional enforcement of the speed limit given their objection. Southampton City Council will continue to work with Police to address compliance of the new speed limit through education / promotion of the new speed limit, the use of vehicle activated signs on a rotating roster and the use of the variable message signage along the corridor which will mitigate some the Police's concerns.
POLICY FRAMEWORK IMPLICATIONS	
18.	<p>Under Council's framework for the processing of Traffic Regulation Order, the Director of Environment and Economy or their authorised nominee shall determine any unresolved objections unless:</p> <ul style="list-style-type: none"> (a) There remains an unresolved objection from the Chief Constable; (b) There remains an unresolved objection from a bus operator regarding a local public transport service; (c) A proposal may result in a public inquiry; (d) A large petition is received regarding the proposal; (e) In the view of the Director of Environment and Economy, following consultation with the Cabinet Member for Environment and Transport, it would be appropriate to ask cabinet to determine the matter <p>In which case the matter will be referred to Cabinet for Determination, unless Cabinet have previously decided that the decision shall be taken through delegated powers.</p>

KEY DECISION?	N/A	
WARDS/COMMUNITIES AFFECTED:	Bassett, Shirley, Portswood, Swaythling	
<u>SUPPORTING DOCUMENTATION</u>		
Appendices		
1.	ESIA for advertising of the Traffic Regulation Order	
2.		
Documents In Members' Rooms		
1.		
2.		
Equality Impact Assessment		
Do the implications/subject of the report require an Equality and Safety Impact Assessment (ESIA) to be carried out.		Yes
Data Protection Impact Assessment		

Do the implications/subject of the report require a Data Protection Impact Assessment (DPIA) to be carried out.		No
Other Background Documents		
Other Background documents available for inspection at:		
Title of Background Paper(s)	Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)	
1.		
2.		