

HCC Revised Policy related to 20mph speed limits and 20 mph zones.

I've attached the policy which was agreed by Executive Lead Member for Universal Services (NAK) at his Decision Day on Monday 15th January. This followed the U.S. Select Committee which I attended making a short presentation in which I outlined the concerns expressed to me both verbally and in writing by the residents of Greatbridge Rd and Cherville St and informing HCC of this Council's previously expressed support for a 20mph town centre zone.

Members may recall the meeting organised via Cllr Critchley in the Town Hall and attended by an estimated 80 individuals who were focussed on the narrow pavements, the narrow carriageway, the dangers to pedestrians, the speed of some traffic, and the many reported collisions with parked cars and I stressed their concerns to the select committee. I also commented on the fact that HCC was requiring every stage of the 20mph zone process should be refunded to the County on "full cost recovery" basis which could prove expensive for a Parish and Town Council. Additionally, a road will not be considered for a 20mph limit unless the mean speed is less than 25mph. A speed survey from Greatbridge Rd/Cherville St undertaken by HCC in March 2023 noted the mean speed was 22.3mph. A survey done outside Boots in the narrow part of The Hundred found the mean speed was 11mph.

Parish and Town Councils will have to pay for:-

1. All required traffic investigations and surveys
2. Full design, consultation, engagement, marketing, monitoring costs
3. The cost to the county of physically installing all signs (each sign will cost £320.00) and traffic calming using the HCC Contractor
4. A requirement to pay a commuted sum to cover all future maintenance of signs and calming measures and road marking in perpetuity
5. An application form, for a non-refundable £175.00
6. The full cost of the Traffic Regulation Order (TRO) which includes the statutory consultation process will be in the order of £10,000.00
7. And each Town and Parish Council will have to demonstrate that there is general local support, which will also have a range of costs, BEFORE proceeding with the application.

Policy 7 applies to Romsey. The highway categories appropriate for consideration as a 20mph zone in Romsey are CW3, CW4 & CW5. Highway categories CW1 and CW2 are not recommended for inclusion in any 20mph zone.

CW3 includes:- The Hundred; Broadwater Rd; Palmerston Street; Bell St; Church St; Cherville St; and Greatbridge Rd as far as the Malmesbury Road junction) and are appropriate for and meet the criteria for a 20mph zone. The zone only has 8 entry points. All the roads off the CW3 network are CW4 and CW5 and are equally appropriate to inclusion within a 20mph zone and include such roads as Middlebridge St; Mill Lane; Priestlands; Portersbridge St.; Latimer St; Station Rd; Duttons Rd, South. Please see attached map, enclosed by the dashed line.

CW2 roads such as The By-Pass; Southampton Rd; Winchester Rd; Alma Road; Malmesbury Rd; and Duttons Road, North are outside any proposed 20mph zone.

The residents involved so far are focussed on Greatbridge Rd and Cherville St. Having a 20mph zone in just that one area is not sustainable. Motorists would arrive from Cherville St. and as they enter Church St. and The Market Place they would find themselves back in a 30mph zone, which is not rational. Therefore, I propose we extend the zone into The Market Place and on down The Hundred, and in to Palmerston Street, Broadwater Rd and Bell St. All roads off would come into the zone. (See Map).

Suggested RTC actions:-

- 1 Set up a working group to agree (i) financial viability (ii) a Romsey 20 mph zone
- 2 Approach HCC with an expression of interest and request a self assessment document to prove feasibility
- 3 Formalise a consultation document to measure community support in the zone area starting with Greatbridge/Cherville residents.

