

**PORTSMOUTH CITY COUNCIL**

**THE PORTSMOUTH CITY COUNCIL (NORTH EAST AREA) (20MPH SPEED LIMIT)**  
**(NO 53) ORDER 2006**

Notice is hereby given that the Portsmouth City Council proposes to make the above Order under Sections 82, 84 and 85 of the Road Traffic Regulation Act 1984. The effect will be as follows:-

**A) PROPOSED REDUCTION IN SPEED LIMIT FROM 30MPH TO 20MPH**

Aberdare Avenue  
Acorn Close  
Adstone Lane  
Ainsdale Road  
Albert Road, Cosham  
Aldroke Street  
Aldsworth Close

Aldsworth Gardens  
Althorpe Drive  
Augustine Road

Bapaume Road  
Barton Grove  
Beaconsfield Avenue  
Beverley Grove  
Binness Way  
Birkdale Avenue  
Blake Road  
Blakesley Lane  
Braemar Avenue  
Brampton Lane  
Brecon Avenue  
Broad Gardens  
Broughton Court  
Buckby Lane  
Burcote Drive  
Burnham Road  
Burrill Avenue

Carmarthen Avenue  
Carronade Walk  
Carshalton Avenue  
Central Road (from Station Road to Lealand Road)  
Chalkridge Road  
Chidham Road  
Chilgrove Road  
Colville Road  
Copper Beech Drive  
Copsey Close  
Copsey Grove  
Corby Crescent  
Cosham Park Avenue  
Court Close  
Court Lane

Lampeter Avenue  
Langdale Avenue  
Latimer Court  
Lealand Grove  
Lealand Road  
Lindisfarne Close  
London Road, Cosham (from Spur Road to St George's Road)  
Lonsdale Avenue  
Lordington Close  
Lower Drayton Lane (from Havant Road to Grove Road)  
Lower Farlington Road

Magdala Road  
Maidford Grove  
Mallow Close  
Manor Crescent  
Manor Mews  
Mansvid Avenue  
Marston Lane  
Meadow Edge  
Merthyr Avenue  
Military Road  
Moortown Avenue  
Mulberry Avenue  
Mulberry Lane

Nutbourne Road

Oakapple Gardens  
Oakhurst Gardens  
Oaklea Close  
Old Farm Way  
Old Manor Way  
Old Rectory Road

Pangbourne Avenue  
Park Grove  
Park Lane  
Parsons Close  
Penarth Avenue  
Penrhyn Avenue  
Peronne Close  
Peronne Road  
Pervin Road

Court Mead  
Courtmount Grove  
Cranborne Road  
Cygnet Road

Daventry Lane  
Dean Road  
Dell Close  
Denville Close  
Dorking Crescent  
Down End  
Down End Road  
Drayton Lane  
Dysart Avenue

East Cosham Road  
East Court, Cosham  
Ecton Lane  
Elmtree Road  
Eveleigh Road (from Galt Road to Gillman Road)  
Everdon Lane

Farlington Avenue (from Sea View Road to Portsdown Hill Road)

Farmside Gardens  
Feltons Place  
Firestation Close  
Firgrove Crescent

First Avenue, Farlington  
Foxley Drive

Galt Road  
Gillman Road  
Glenleigh Avenue  
Gofton Avenue  
Grant Road  
Greenlea Close  
Grove Road (from Station Road to Eastern Road)

Hardy Road  
Hartwell Road  
High Street, Cosham  
Hilary Avenue  
Hilltop Crescent  
Holcot Lane  
Holdenby Court  
Hoylake Road

Invergordon Avenue

Kestrel Place  
Kinross Crescent  
Kirton Road  
Knowsley Crescent  
Knowsley Road

Plumpton Gardens  
Portsdown Avenue  
Portsmouth Road  
Prinsted Crescent

Racton Avenue  
Rampart Gardens  
Rectory Avenue  
Regal Close  
Roebuck Close  
Rosebery Avenue

Salisbury Road, Cosham  
Scott Road  
Sea View Road  
Second Avenue, Farlington  
Shearwater Drive  
Solent Road (from Drayton Lane to St Hellens Road)  
South Road, Drayton  
Southbourne Avenue  
Southdown Road  
St Andrews Road, Farlington  
St Georges Road, Cosham

St Hellens Road  
St Johns Road  
St Matthews Road  
Station Road, Drayton (from Havant Road to Central Road)

Sutton Close  
Sywell Crescent

The Close  
The Saltings  
Tiffield Close  
Tregaron Avenue  
Troon Crescent

Uplands Road

Vectis Way

Watermead Road  
Waterworks Road  
Waverley Road Drayton  
Wayte Street  
Widley Court Drive  
Widley Road, Cosham  
Wilby Lane  
Windsor Road  
Woodfield Avenue  
Wootton Street

Yardley Close

Zetland Road

## **B) CITY COUNCIL'S REASONS FOR MAKING THE ORDER**

It has been proved that the speed at which vehicles travel is directly related to the severity of injuries sustained by casualties resulting from a road traffic accident. For this reason it is considered essential that vehicles travelling through the congested narrow residential roads within the City should be restricted to 20mph. This speed is appropriate for the type and nature of these roads and would improve road safety for pedestrians and cyclists, particularly for children and other vulnerable road users.

A copy of the draft Order and a poster to view, plus leaflets, are available at the Information Desk, Ground Floor, Civic Offices, Portsmouth during normal office hours and a poster/leaflets are also available in Community Centres, Health Centres, Libraries and Schools in the affected area.

Persons wishing either to object to or support these proposals may do so by sending their representations **in writing** to Margaret O'Neill, Directorate of Environment and Transport, Portsmouth City Council, Civic Offices, Portsmouth or via email to [engineers@portsmouthcc.gov.uk](mailto:engineers@portsmouthcc.gov.uk) quoting ref: **MON/MAM/1148/3/06TRO53** by the **13<sup>th</sup> January 2006** stating the grounds of objection/support.

A dedicated telephone number for callers to leave a **voice mail message** for queries has been set up on **(023) 9268 8655**. Officers will endeavour to get back to callers' queries within 2 working days, but the Civic Offices will be operating with skeleton staff during the Christmas/New Year period.

Under the provisions of the Local Government (Access to Information) Act 1985, any letters of representation which are received may be open to inspection by members of the public.

Julian Lomas  
Strategic Director  
Directorate of Environment & Transport  
Portsmouth City Council  
Civic Offices  
Portsmouth PO1 2AS

Dated: 23<sup>rd</sup> December 2006

## Proposed 20mph speed limits – frequently asked questions

- *Why my area?*
- The City has been divided into six sectors, as of residential areas bounded by the classified road network.  
The sectors are shown on the map below. The 20mph speed limit is to be introduced as shown below.

South East		2006/07
Central West		2006/07
North East		2006/07
South West		2007/08
Central East		2007/08
North West		2007/08

The programme was prepared after considering the number of road casualties in an area, Traffic Management and Safety Schemes already identified in the current work programme and concerns/requests for lower speeds made by residents.

- *Why not my area?*
- The programme is designed to reduce speeds and create a culture where driving too fast in residential areas is seen as anti-social. The 20mph speed limit is only suitable for roads where there is dense housing and which do not form part of the trunk road network. In some cases roads which are either very short or cul-de-sacs have not been included. This is because existing speeds are already slow and to include them in the 20mph limit would mean putting up unnecessary signs, which would add to unnecessary street clutter. Speeds in these roads will be monitored to ensure they stay low, and if necessary they can included at a later date.
- *What are the environmental impacts?*
- The impact of the 20mph speed limit on the environment is likely to be neutral as the roads included in the scheme are those which have been found to already have low average speeds. Therefore, by reducing the speeds by 2 or 3 mph will have a minimal affect on air quality.
- *Will there be humps and bumps?*
- Where the **speed limit** is lowered to 20mph, as opposed to creating a **20mph zone**, we are allowed to control speeds by signs alone. To do this it is necessary that the average existing speeds are 24mph or less. Speed surveys have been carried out in a representational sample of roads and only roads which fit this requirement, are included in the scheme. If roads do not comply then separate consultation will be carried out at a later date to find out if residents want road humps.
- *Will it be enforced and who will do it?*
- The speed limit will only be lowered where the existing speeds are 24mph or less. It has been found elsewhere that by reducing the speed limit alone with repeater signs as a reminder the average speeds are reduced by 3-4mph. For this reason it is not expected that extensive enforcement will be needed. However, if we find that there are specific and persistent non-compliance issues in some of the roads then the Police will make spot checks and issue speeding fines to offenders.
- *Will any parking be lost?*
- Parking will not be affected by the scheme

- *Will it make any difference to safety?*
- Yes, the speeds at which vehicles travel is directly linked to the severity of injuries sustained in the event of an accident. A pedestrian, if struck by a vehicle driving at 20mph, is likely to suffer slight injuries. At 30mph they would be severely hurt and at 40mph or above are likely to be killed. Reducing the speed limit to 20mph will have a direct impact on pedestrian safety and is one of the principal reasons for introducing the scheme throughout the city.
- *Will the City become full of 20mph signs?*
- Signs are necessary to alert drivers that they are entering a 20mph area. This will be done using special signs at the junctions where the speed limit changes. It is also necessary to remind drivers of the speed limit and this will be done by erecting small (300mm) diameter repeater signs at regular intervals. The repeater signs will be erected on existing lamp posts unless it is absolutely impossible to do so, thereby minimising street clutter while at the same time keeping drivers informed.
- *What if I don't want it?*
- If you are opposed to the draft Traffic Regulation Order to change the speed limit in your area to 20mph you are entitled to comment **in writing** to Margaret O'Neill, Directorate of Environment and Transport, Portsmouth City Council, Civic Offices, Portsmouth or via email to [engineers@portsmouthcc.gov.uk](mailto:engineers@portsmouthcc.gov.uk) quoting ref: **MON/MAM/1148/3/06TRO53** by **January 13, 2006** stating the grounds of objection/support.
- If you have a query you can leave a **voice mail message** at **(023) 9268 8655**. We will try to get back to you in two working days, but the Civic Offices will be operating with skeleton staff during the Christmas/New Year period.
- Your objection will then be reported to the Executive Member for Environment and Transportation at his next available decision making meeting.
- *When will my road be done?*
- If your road has been included in the programme then the speed limit will change either this or next year.
- *Will speed cameras be installed?*
- No, speed cameras are not permitted to be used to enforce a new speed limit.
- *Will it be permanent?*
- It is intended that the new speed limit will be permanent although thorough monitoring of its effectiveness will be carried out and if necessary further measures introduced to ensure compliance.
- *Does 20mph also apply to cyclists?*
- The speed limit applies to all road users including cyclists.
- *30mph is not dangerous driving. Won't lowering the speed limit cause delays to motorists?*
- The nature of the City's residential roads is that due to their narrowness and dense parking it is neither safe or appropriate for vehicles to travel at speeds greater than 20mph. This is borne out by the speed surveys, carried out prior to introducing the schemes, which show that in almost all cases the existing average speed is in the range of 18-24mph on the chosen roads.
- *Isn't this just a waste of Council Tax?*
- This scheme is funded by the Government.

- *Do all associated signs need to be illuminated?*
- The speed limit signs at the junctions off principal or trunk roads are required to be lit if they are less than 50metres from a street light.
  
- *What has the reaction been to those areas that are already 20mph?*
- To date the reaction from residents of areas where 20mph speed limit is in place has been overwhelmingly in favour.