



Proposal to Reduce Speed Limit in Everton & Harwell

Reduce from 30 mph to 20 mph

Traffic authorities should use the right speed limits in the right places. They should keep their speed limits under review and only introduce 20mph limits and zones in the right places, over time and with local support in urban areas and built-up village streets that are primarily residential



Guidance

Setting Local Speed Limits

Updated 17 March 2024

Bottom Line Up Front

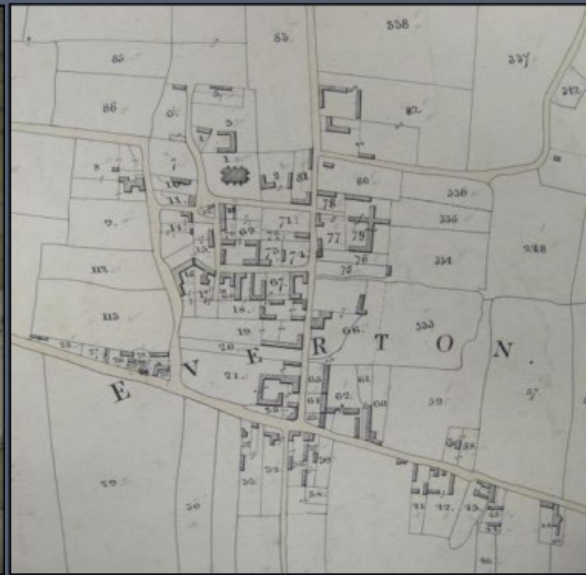
-
- Everton and Harwell currently have a 30 mph limit.
 - Speed will be reduced in the village north of the A631
 - The Everton and Harwell road network has not changed significantly since the 18th Century, and it varies significantly in width, visibility and off-street parking
 - The volume of traffic and size of vehicles, specifically delivery vehicles and dog walkers visiting Harwell Woods, has increased significantly in the last 5 years
 - Traffic safety concerns were raised during the Everton Neighbourhood Plan community consultation in 2019
 - Everton has an aging population, who are more at risk of being a pedestrian casualty, and a junior school supported by local children
 - Large agricultural machinery movement, down narrow roads, increases risk
 - The introduction of 20 mph elsewhere has seen a reduction in accidents and their severity
 - The case to reduce the speed limit ***is not about speeding***, but simply applying the correct speed for the village environment

Proposal: Introduce a 20 mph speed limit.

Historic Layout



Everton Lordship in 1760.



Everton tithe map 1848.



Everton in the late 19th century.

Local Concerns in Everton



- Narrow roads – single carriageway in places
- Blind corners at key junctions
- Heavy foot traffic near school, church, village hall and play area
- Increased size and volume of traffic
- Aged, less mobile, population
- Historic complaints about speeding in the village
- Horse riders' safety in village area
- Desire for safer and calmer streets

Why Reduce the Speed Limit?



Safety

- Lower risk of serious injury at 20 mph
- Pedestrian protection for children, elderly and cyclists
- The Everton road network was not designed for the volume and size of today's vehicles
- Several blind junctions compounded by buildings or parked vehicles

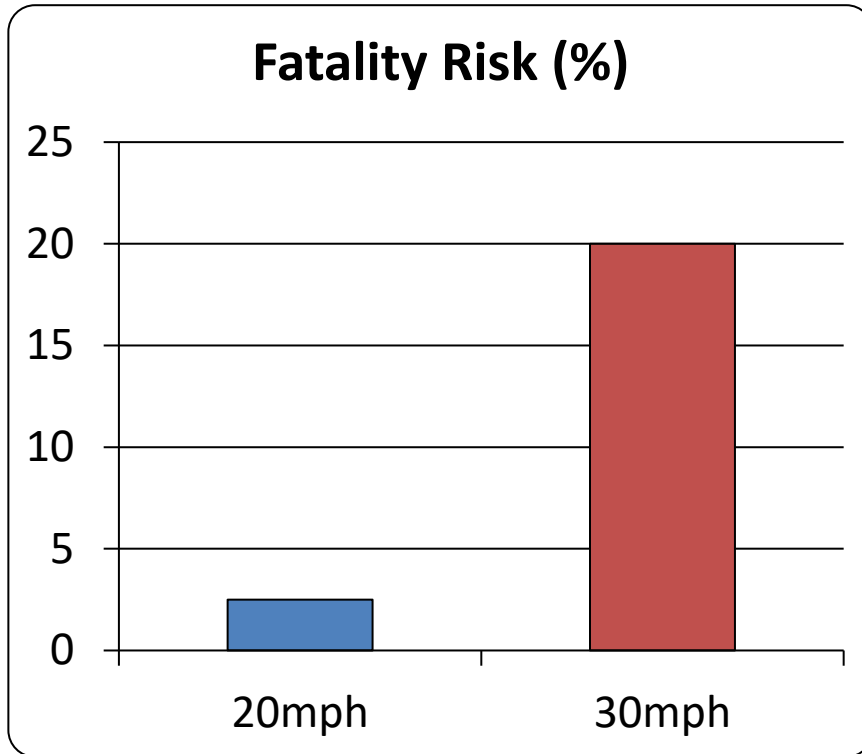
Environment

- Reduced noise and emissions
- Encourages reduction in vehicle use
- Everton and Harwell core area is not a through road

Health & Wellbeing

- Encourages walking and cycling
- Creates a stronger community feel

Evidence and Research



At 30mph, pedestrian fatality risk \approx 20%.

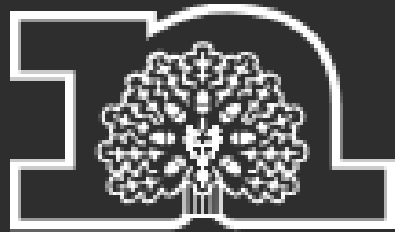


At 20mph, risk drops to \approx 2.5%.



Many UK villages have successfully adopted 20mph zones.





Nottinghamshire County Council

Speed limits

We support the policy of introducing appropriate speed limits but will only pursue a change in speed limit where it is:

- generally supported by residents of the area
- justified on road safety grounds.
- The speed limit chosen for a particular road must be appropriate for the conditions. Most drivers must obey the limit without the need for constant police enforcement.

If it is decided to introduce a new speed limit or alter an existing one, a 'Traffic Regulation Order' is needed. This is a lengthy legal procedure which can take over a year to complete.

When 20 mph is appropriate rather than 30 mph

Criteria	Details / thresholds
Built-up / residential character	Streets primarily residential, with houses on one or both sides, shops, schools, churches, community facilities; frequent pedestrian / cyclist use. GOV.UK+1
Presence of vulnerable road users	Where many pedestrians, cyclists, children (e.g. near schools), elderly people, etc. highland Council+1
Existing traffic speeds already low	If mean (or typical) speeds are near 24 mph or below, signed 20 mph limits are more likely to be effective. GOV.UK
Length and density of development	For villages, criteria in older guidance include: at least 20 houses on one or both sides over a continuous road length of 600 m . GOV.UK+1
Local support and community engagement	Local residents, parish councils, stakeholders should support the proposal; helps with compliance and legitimacy. GOV.UK+1
Safety evidence	Collision history, or risk factors (poor visibility, many access points, junctions) that suggest a 30 mph speed causes harm. GOV.UK+1
Road function	If the road is not a strategic through-route or main road. If its primary function is local access, residential, pedestrian activity. Roads whose primary function is through traffic may be less suitable. GOV.UK

Place Criteria

- Is the road within 100m walk of any educational setting (for example; primary, secondary, further and higher education)?
- Does the number of residential or retail premises fronting the road (on one or both sides) exceed 20 over a continuous road length of between 400m and 600m?
 - Other key buildings should also be considered such as a church, shop or school
- Is the road within 100m walk of any community centre, church, place of worship, sports facility, any hospital, GP or health centre?
- Does the make-up of road users suggest a lower speed of 20mph will improve the conditions and facilities for vulnerable road users and other mode shift (reflect on future plans such as active and sustainable travel, places for people, consider existing and potential levels of vulnerable road users)?
- Will the road environment, surrounding environment, community and quality of life impact (for example; severance, noise, or air quality) be improved by implementing 20mph speed limits?



Benefits for Everton

- Safer roads for all residents
- Improved quality of life
- Improved air quality
- Supports walking and cycling
- Follows national policy trends



Cost Considerations

- Signage and road markings:
Low cost
- Potential funding from County Council or grants
- Long-term community enhancement outweigh minimal costs



Next Steps

Everton PC Action



Parish Council approval
to proceed

Support from community
& County/District
Councillor

Submit request to NCC
Highways

NCC Action

Traffic survey &
accident data review

Traffic Regulation
Order (TRO)
consultation

Implementation of
20mph limit

Implementation if Successful

- Replace 30 mph signage with 20 mph signs
- Install '20 is Plenty' reminders
- Community awareness campaign
- Enforcement via police checks or local speed wardens



Closing

- Everton streets were not designed for the current size and volume of traffic at 30 mph
- Reducing speed to 20 mph:
 - Reduces the number of potential accidents
 - Reduces potential injuries and fatalities
 - Improves quality of life for all residents
 - Creates safer, quieter and stronger community

