

20mph speed limit review

Key findings – October 2022

Background and response

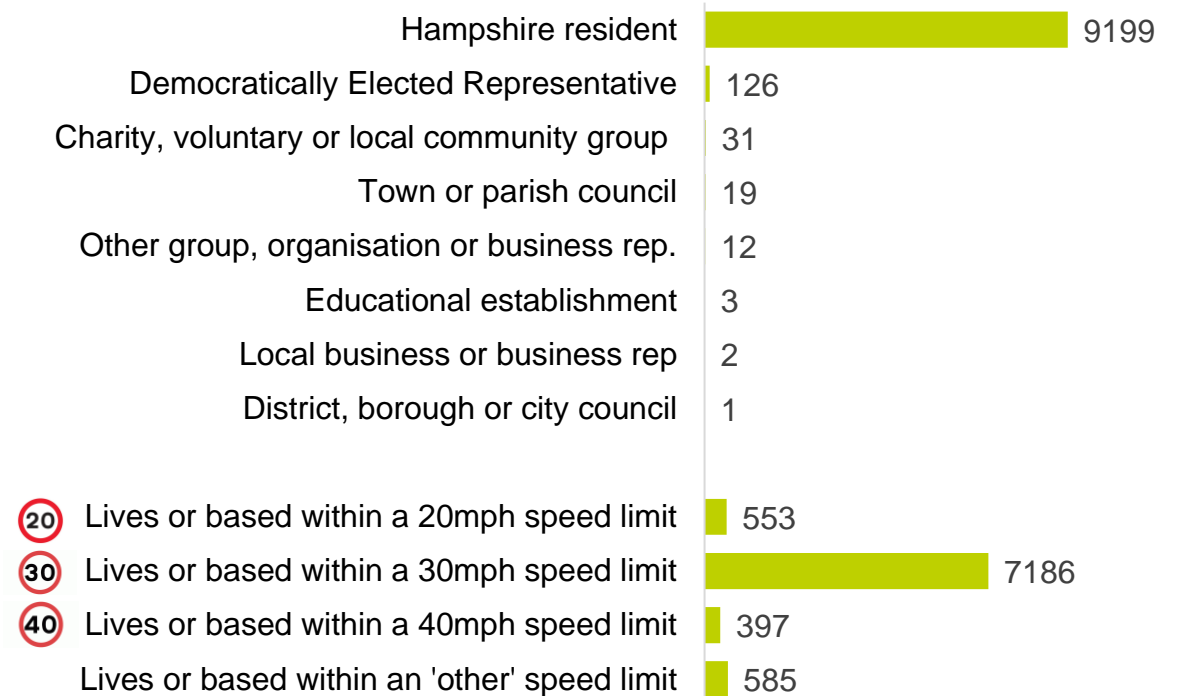
In 2022, Hampshire County Council formed a Task and Finish Group of eight Councillors to review the Council's policy for 20mph speed limits across the County which will feedback to the officers conducting the review.

As part of this review, the Group sought the views of residents and stakeholders about 20 mph limits in the context of other highway priorities, the County Council's statutory duties to maintain the highway in a safe condition, and a limited budget. It also invited feedback on existing 20 mph limits within Hampshire.

The feedback survey was open from 12 July until 12 September 2022. A total of **9402 survey responses** were received.

Additionally, 57 responses were submitted via letter or email. These are reported separately within this pack.

Number of survey respondents by type



List of town and parish councils and councillors responding to the survey

Parish/Town Councils submitting an official response

Alton Town Council
Beauworth Parish Meeting
Bentworth Parish Council
Bishops Waltham Parish Council
Botley Parish Council
Bradley Parish Meeting
East Tisted Parish Council
Elvetham Heath Parish Council
Hambledon Parish Council
Hook Parish Council
Hordle Parish Council
Milford-on-Sea Parish Council
New Milton Town Council
Odiham Parish Council
Old Basing&Lychpit Parish Council
Overton Parish Council
South Warnborough Parish Council
Wickham Parish Council
Winchfield Parish Council
Woodgreen Parish Council

Elected Representatives who specified they were elected to the following Parish or Town councils

Abbotts Ann Parish Council
Bentley Parish Council
Bishop's Sutton Parish Council (2)
Boldre Parish Council
Brockenhurst Parish Council
Burghclere Parish
Cheriton Parish Council (3)
Twyford Parish
Dogmersfield Parish Council
East Meon Parish Council
East Tytherley Parish Council
East Woodhay Parish Council
Chandler's Ford Parish
Four Marks Parish Council
Heckfield Parish Council
Herriard Parish Council
Horndean Parish Downs Ward
Hound Parish Council
Hythe West Parish
Itchen Valley Parish Council
Kings Somborne Parish Council
Kings Worthy Parish Council
Liss Parish Council

Lymington Town
Minstead Parish Council
Old Basing and Lychpit Parish Council
Overton Parish Council
Owslebury Parish
Penton Mewsey Parish Council
Petersfield Town Council
Romsey Abbey Parish
Ropley PC
Smannell Parish Council
Soberton Parish Council (2)
South Wonston Parish Council (2)
Southwick & Widley Parish Council
Sway Parish Council
Upper Clatford Parish
Thrupton Parish Council
Tichborne Parish
Upper Clatford Parish Council
Warnford Parish Meeting
Whitsbury Parish Council (2)
Whiteley Town Council
Wootton St Lawrence with Ramsdell PC

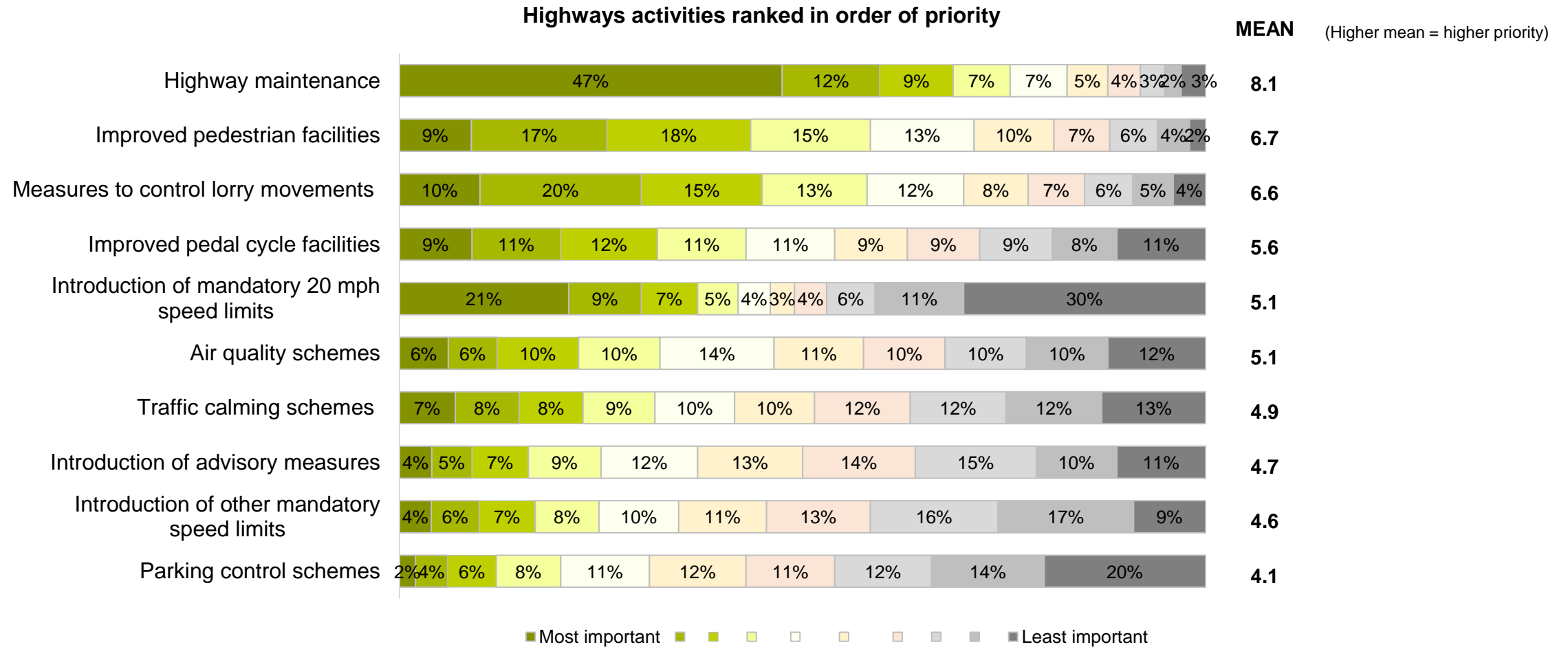
List of other constituencies represented by democratically elected members responding to the survey

Aldershot Park Ward	Havant & Hayling	Ringwood North
Alton Amery	Hayling Island	Rockbourne
Alton Wooteys	HCC Winchester Eastgate	Romsey Town Division
Alton Wooteys Ward, Alton Town Council	Headley	Shipton Bellinger
Alverstoke, Gosport	Holbury & North Blackfield NFDC	Soberton (2)
Ashurst, Copythorne South and Netley Marsh Ward on NFDC	Hook	South Waterside
Barncroft	Hythe West and Langdown District	St Johns Ward
Basingstoke & Deane District	Laverstoke and Freefolk	St Michael Ward, Winchester
Becton Ward	Littleton & Harestock (2)	Test Valley
Bishop's Sutton (2)	Lymington Town	Test Valley Borough Council, Andover Town, Town & Leesland division-Gosport.
Blackfield, Fawley and Langley	Marchwood (2)	Twyford and Colden Common
Bransgore and Burley Ward (2)	Meon Valley	Upham
Candovers Oakley and Overton Division	Monk Sherborne and Charter Alley	Upper Meon Valley
Chandler's Ford & Hiltingbury	New Forest DC	West Tytherley
Cheriton (3)	New Milton North, Milford & Hordle Division	Western Downland, Rockbourne
Cherrywood Ward, Farnborough	Newtown (2)	Weston Patrick
Cowplain	NFDC Becton Ward	Whitehill and Greatham in East Hampshire
East Hampshire (3)	NFDC Fernhill Ward and NMTC Fernhill Ward	Whiteley and Shedfield
Eastleigh Borough, Chandler's Ford	NFDC Fordingbridge Ward	Winchester - St Barnabas
Elvetham Heath East	NFDC and FPC Holbury & North Blackfield	Winchester St Michael ward
Fareham Titchfield Division and Titchfield Common Ward	North Boarhunt	Winchester Westgate
Fareham Town Division HCC & Fareham North Ward	Petersfield Butser	Yateley Green Ward
FBC	Petersfield Hangers	
Fernhill	Petersfield Town Council	
Fleet Town	Portchester East	
Fordingbridge and Sandleheath (NFDC)	Purbrook and Stakes South (2)	
Havant		

List of organisations, groups and businesses responding to the survey

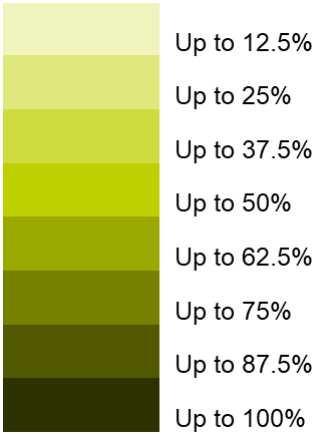
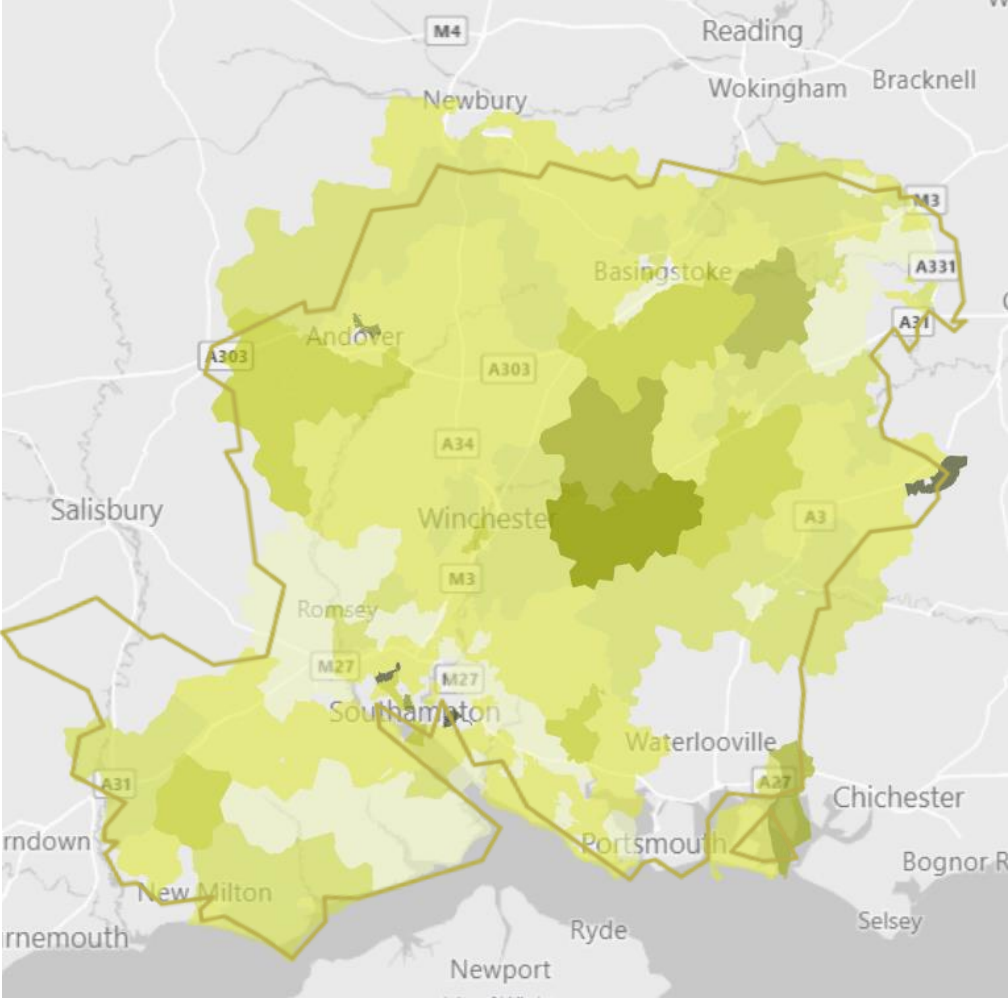
20s Plenty for Hampshire	North East Hampshire Badger Group
20s Plenty for Us (2)	Oakhanger Residents Traffic Group
20s Plenty for Dorset	Petersfield Climate Action Network
Alton Community Speed Watch	Picket Piece Residents' Association
Bookends Of Emsworth	Professor Puzzle
Brockenhurst CE Primary and Pre School Governing body	Reading Road Finchampstead
Chichester & District Cycle Forum	Reading Road Residents
Cycle Alton	Sense & Hearing
Cycle Whitchurch - Bicycle Users Group	South Ham Community Group
Cycling opportunities group for Salisbury	Southampton Friends of the Earth
East Hampshire District Council	Southampton Street Space
Emsworth Residents Association (3)	St Johns church
Fleet Cycling	The British Horse Society
Green Travel Hampshire and Cycle Hampshire	Thundry Farm Training & Livery Yard
Hampshire Association of Local Councils	Titchfield Village Trust
Harbridge Protection Society (2)	Transport Action Fareham Gosport
Havant Green Party	WinACC transport Group
Hedge End Community Speedwatch Scheme	Winchester College
Kings Barton Residents Association	Winchester Friends of the Earth
Lee Residents Association	Winchester Village Management Company Limited
Neighbourhood Watch	
New Milton Cycling Club	

Importance of Highways activities: Overall, respondents felt that highway maintenance should be the main priority for the Highways Team. Views on the introduction of 20mph speed limits were polarised, with a fifth of respondents citing this as their highest priority and a third as their lowest priority – making it the activity most frequently chosen as least important.



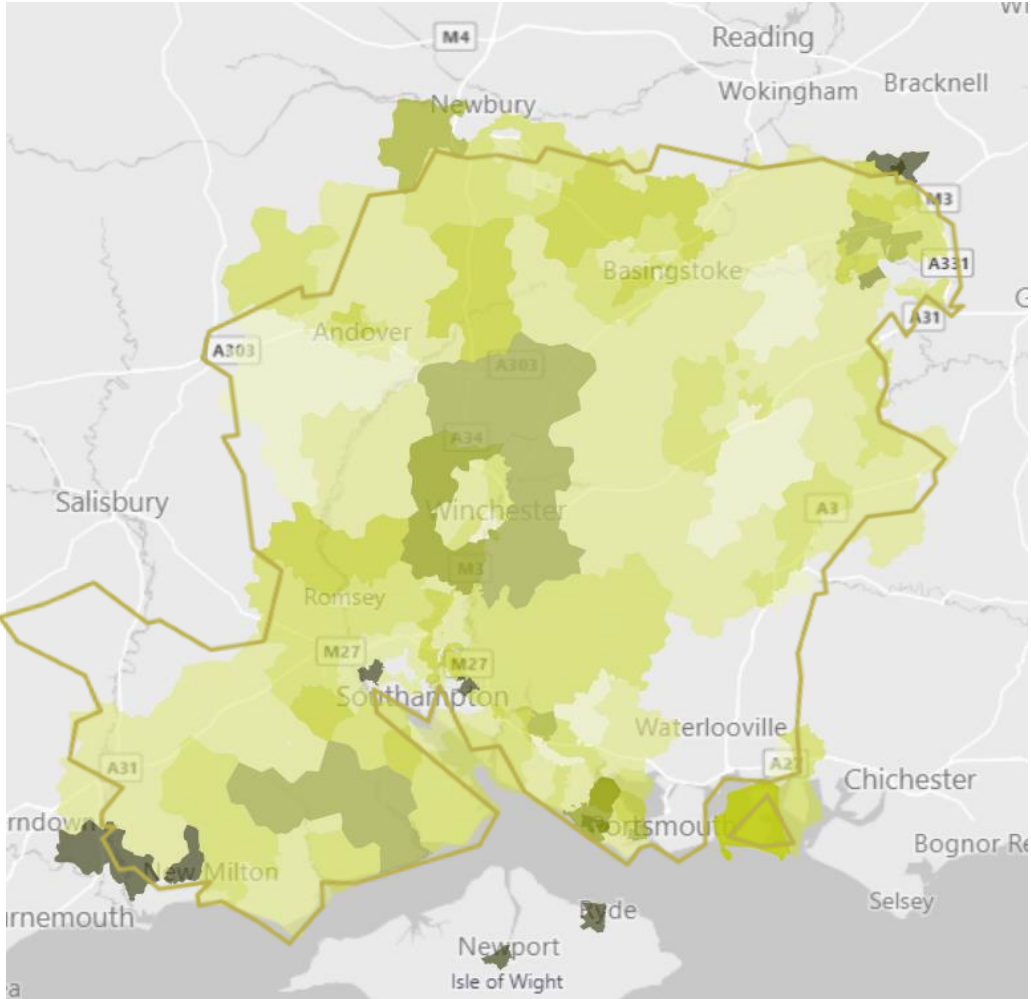
Importance of Highways activities: The maps below show the percentage of respondents in each postcode sector that selected 20mph speed limits as their highest and lowest Highways priorities, with darker shades showing higher proportions.

20mph as highest priority by postcode districts



Hampshire boundary (indicative)

20mph as lowest priority by postcode districts



Q: Postcode sector is identified by the first part of the postcode, plus the next number (e.g. SO23 9). Please note that at this level base sizes can be small, and we may only have heard from one respondent in a postcode sector. Base sizes range from 1 to 79

Importance of Highways activities: Views of 20mph speed limits varied by different respondent types



- On average, responding councils and other groups, organisations and businesses chose the introduction of 20mph limits as their highest priority. Elected representatives ranked it 3rd and individual respondents 6th most important.
- Respondents currently living or based in 20mph and 30mph speed limits both ranked the introduction of 20mph speed limits as their 6th highest priority. However, those living in 40mph and 'other' (most likely higher) speed limits ranked 20mph limits as their 4th highest priority, and were also more in favour of other mandatory speed limits.
- Around half of residents who did not currently have a 20mph limit would support one in their local area. This rises to 92% amongst groups, organisations and businesses who responded.
- 69% of responding Elected Members and Councils would support a 20mph limit within their area, particularly in villages and residential spaces.

Q: Given the County Council's statutory duty to maintain the safety and usability of roads, and a limited budget, how would you prioritise the following matters? Respondent

Base: 20, 48, 126, 9197, 553, 7185, 397, 585

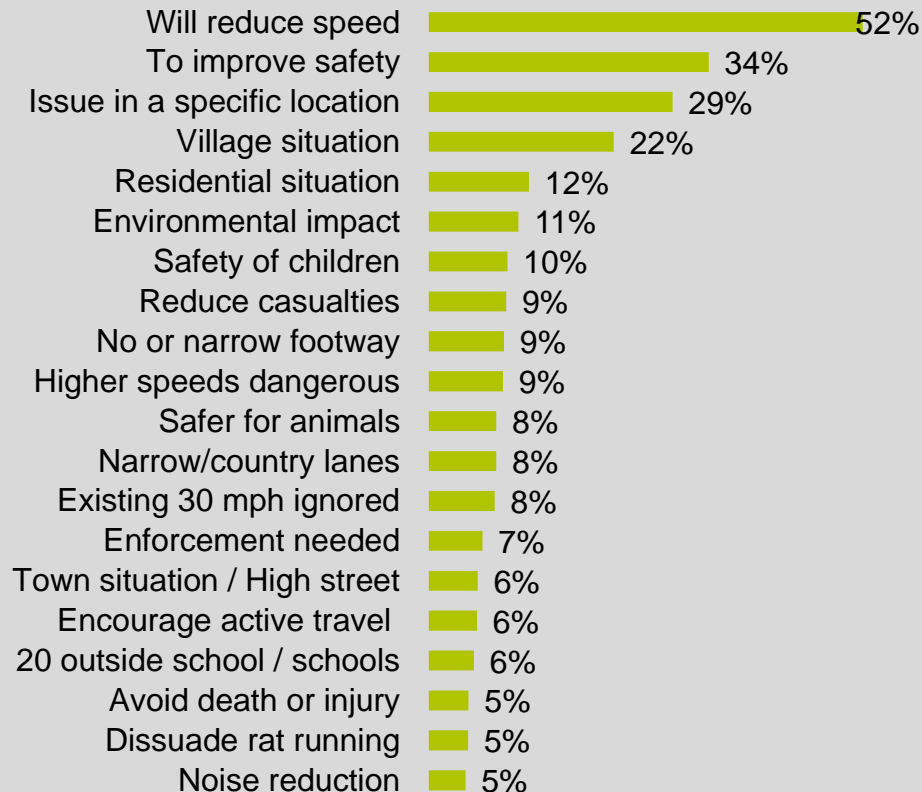
Q: Would you support the introduction of 20mph speed limits in this area? Respondent Base: 7895, 108, 37, 7120, 393, 577

Q: Whereabouts would you support the introduction of 20mph speed limits? Quantified verbatim, multicode. Respondent Base: 97 (asked to DERs and Councils only)

**Named locations listed on next slide*

Importance of Highways activities: Respondents who ranked 20mph speed limits as their highest priority sought a reduction in speed and improvement in road safety. Many spoke of specific locations where 20mph could make a fundamental difference to how people travel, the local environment, and safety – particularly in villages and residential areas

Why 20mph ranked as the highest priority



Because we need to slow drivers down.

Slowing speeds gives better survival rates in an accident, and also it is easier to stop suddenly.

Some areas need lower limits to ensure safety of vulnerable pedestrians and cyclists given blind corners, narrow pavements etc

Traffic is unsafe with drivers often not keeping to the limit in 30mph zones

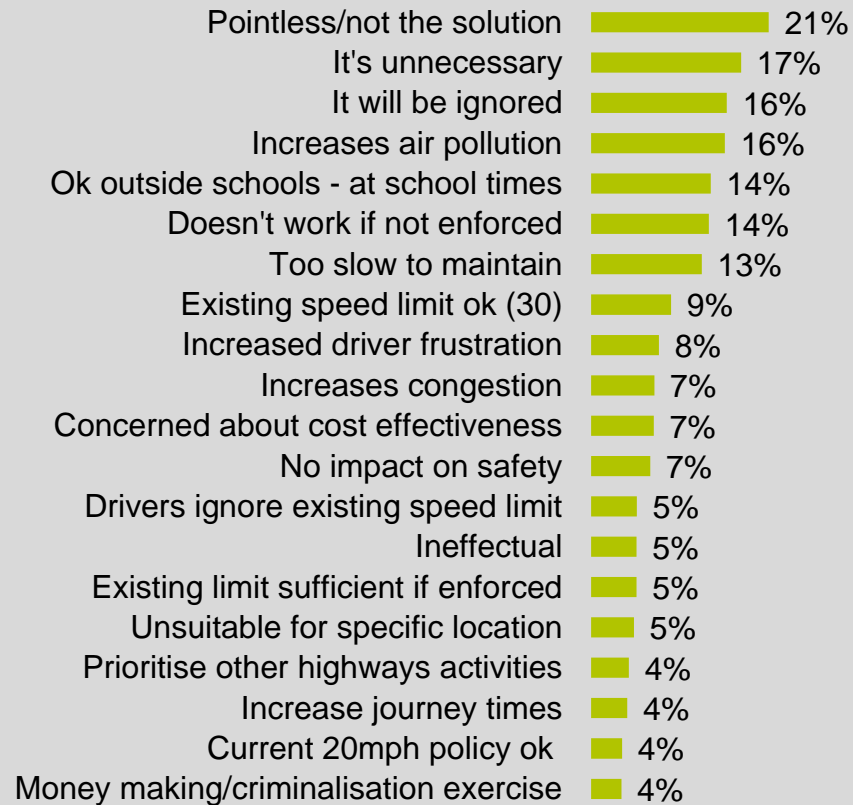
Traffic traveling through a village should be made to go at no more than 20mph as people and children walk in road as most have no foot paths

To improve the overall quality of life in purely residential areas.

They cut motor traffic, CO2 emissions and air and tyre pollution

Importance of Highways activities: Respondents who ranked 20mph speed limits as their lowest priority were unconvinced as to their benefit – particularly if unenforced – and objected to a blanket approach. They expressed concern about the effect on driver focus and the environmental impact of low speeds and increased congestion.

Why 20mph ranked as the lowest priority



There is no good evidence that these help

20mph limits are unrealistic and unenforceable and will punish the majority of sensible motorists

They are not policed and people drive at the same speed that they have always driven at

It has been reported that traffic congestion and pollution increase when the speeds are lower

Important to highlight risk areas, such as schools. If imposed across the board it will negate the importance of these areas

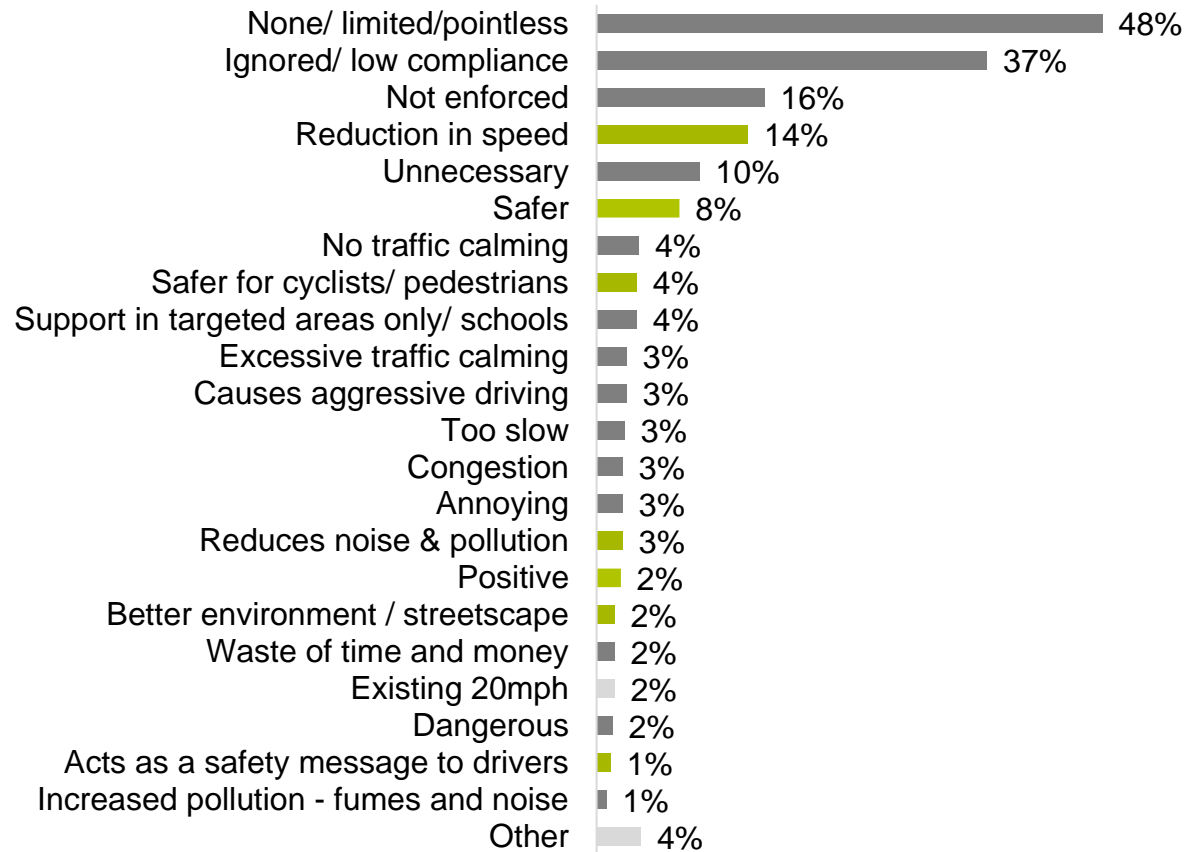
These lower limits often lead to driver attention deficit, which is as dangerous or more so than the higher limit of 30 mph

Enforcement is the issue, not the speed limit. 30 would be fine in most places IF drivers actually stuck to it

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Impact of existing 20mph limits: 6% of respondents currently lived in, worked in or represented an area with a 20mph limit. Around half felt they had no or limited impact due to low compliance and no enforcement. Only 14% noted a speed reduction.

Impact of existing 20mph limits



Not much, as no one adheres to it

None. The people who drove 30 still drive 30

Very poor as not enforced and no traffic calming - these are essential

Not very much as there are cars parked either side of the road which slows the traffic anyway

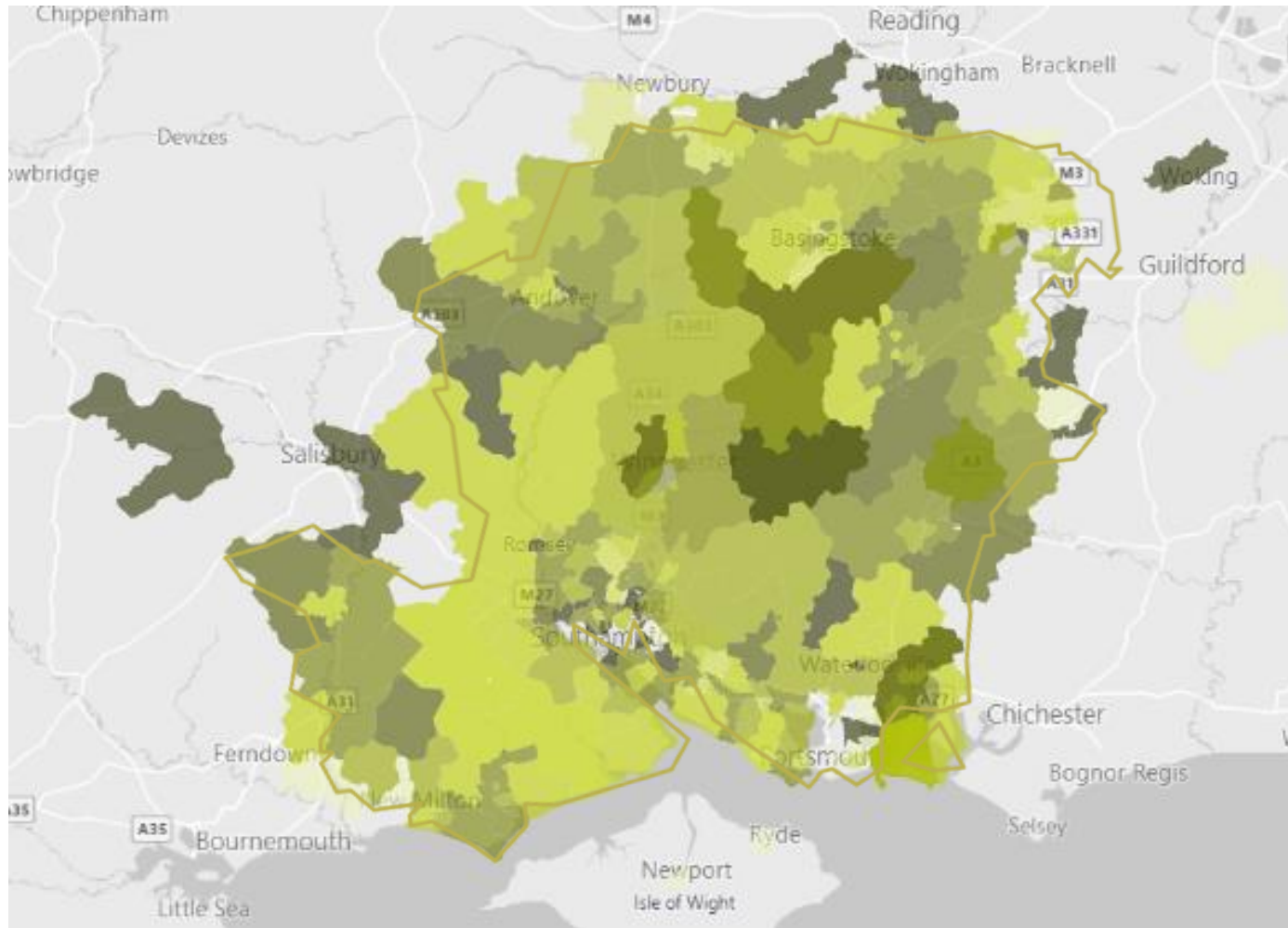
Many drivers ignore it but it has largely made the village a quieter place and safer for the elderly

Reduction in speeding vehicles making the road safer to cross or to pull out of a junction. It's also safer to cycle down

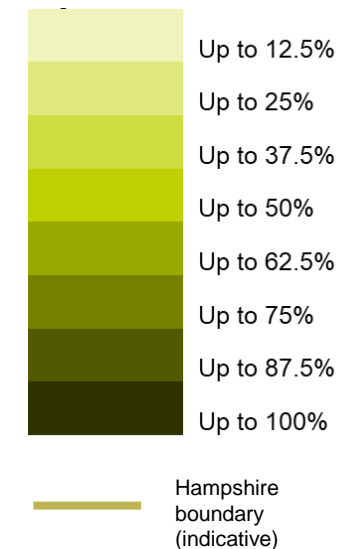
It has reduced traffic speeds, not necessarily always to 20mph but they do at least tend to be below 30 now

Definitely reduced speed but the biggest impact came from traffic calming measures

Support for new 20mph speed limits locally: Postcode sectors with over 50 responses and over 80% support for the introduction of new 20mph limits were PO17 5 (80%), PO7 4 (90%), RG29 1 (85%), SO23 9 (91%) and SP11 8 (82%) and SO24 0 (82%).



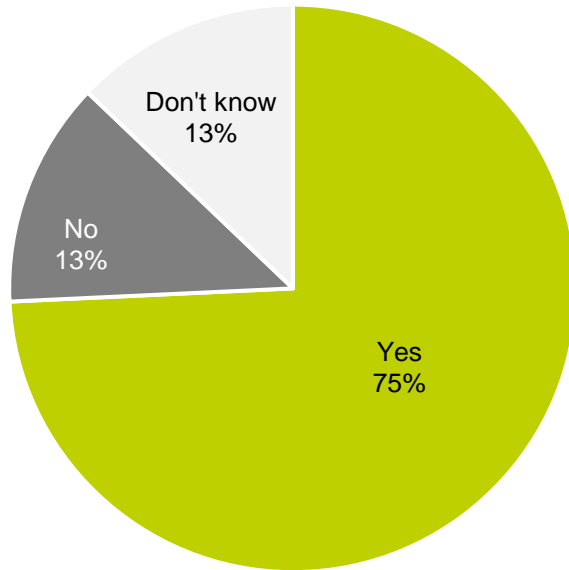
This map shows the proportion of respondents in each postcode sector that would be in favour of introducing 20mph speed limits in their local area, as follows



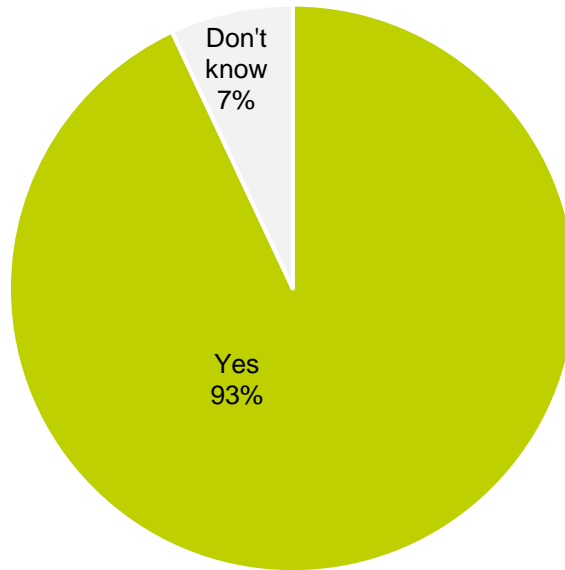
Q: Postcode sector is identified by the first part of the postcode, plus the next number (e.g. SO23 9). Please note that at this level base sizes can be small, and we may only have heard from one respondent in a postcode sector. Base sizes range from 1 to 129.

Support for new 20mph speed limits locally: Responding Town and Parish Councils (16) indicated a willingness to actively monitor local speed limits, in lieu of police enforcement. Half would be prepared to financially support a 20mph speed limit.

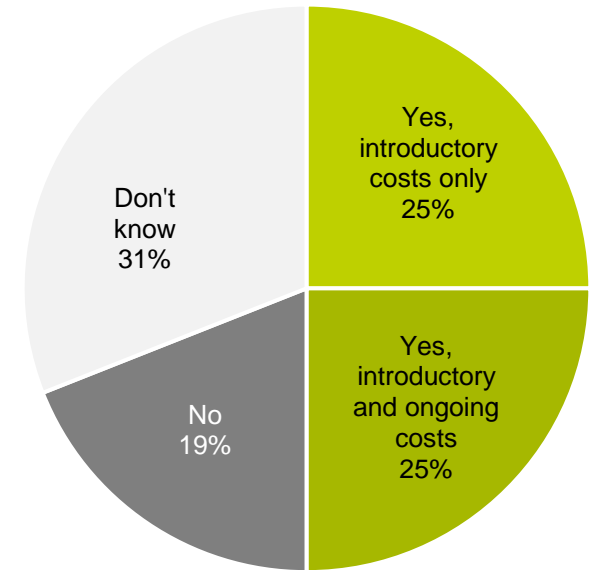
Support 20mph without police enforcement?



Organise a community speed watch?



Financially support costs of a 20mph speed limit?



Q: Would your Parish/Town Council support the introduction of a 20mph speed limit without police enforcement? Respondent Base: 16

Q: Would your Parish/Town Council organise a community speed watch to help achieve compliance with a 20mph speed limit? Respondent Base: 15

Q: Would your Parish/Town Council financially support the introduction and future ongoing operational cost (such as maintenance of signs and road markings) of a 20mph speed limit? Respondent Base: 16.

Reasons for support in local area: Safety was a key driver of support for 20mph limits, with many respondents reporting accidents, near misses and concern for children and pedestrians in their local area under current speed limits.

Reasons for supporting 20mph in local area



It's a residential area, with cars parked everywhere causing many blind spots. Have been several near misses, especially when it's used as a cut through, and many pets killed by cars

If it was reduced to 20 then cars may not keep to the limit but are likely to drive at less than 30. This could be life saving in the event of a pedestrian being hit

We have multiple schools where I live and it's a big estate with lots of children running around

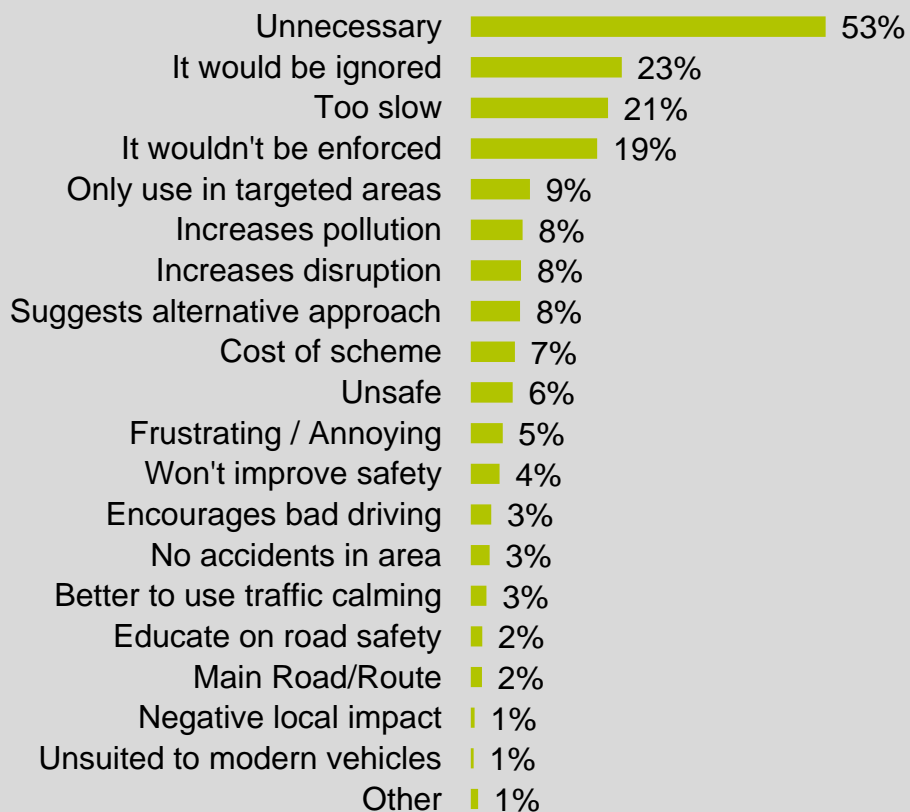
Residential roads, lots of parking and pedestrian movements

Narrow road in village. No pavement. Primary school children have to walk in road. 30 is not safe

30mph is much too fast for a village centre with kids walking to school and houses opening out onto the road. Even when people do keep to the 30mph, this feels very fast and can be terrifying.

Reasons for non-support in local area: Most respondents who opposed the introduction of 20mph speed limits felt that they were un-necessary in their local area, often as they felt speeding was not an issue and other factors such as parked cars or road layouts already prevented vehicles from moving too fast.

Reasons for not supporting 20mph in local area



There isn't a problem with accidents, most traffic goes well under the speed limit anyway, so the cost of introducing a speed limit isn't justified.

Most people drive sensibly in accordance with the conditions - those that don't will ignore a 20mph limit as they already ignore the 30 mph and often any other road traffic law

30 mph is a fine compromise between safety and efficiency. 20 mph is just too slow on clear, long and straight roads

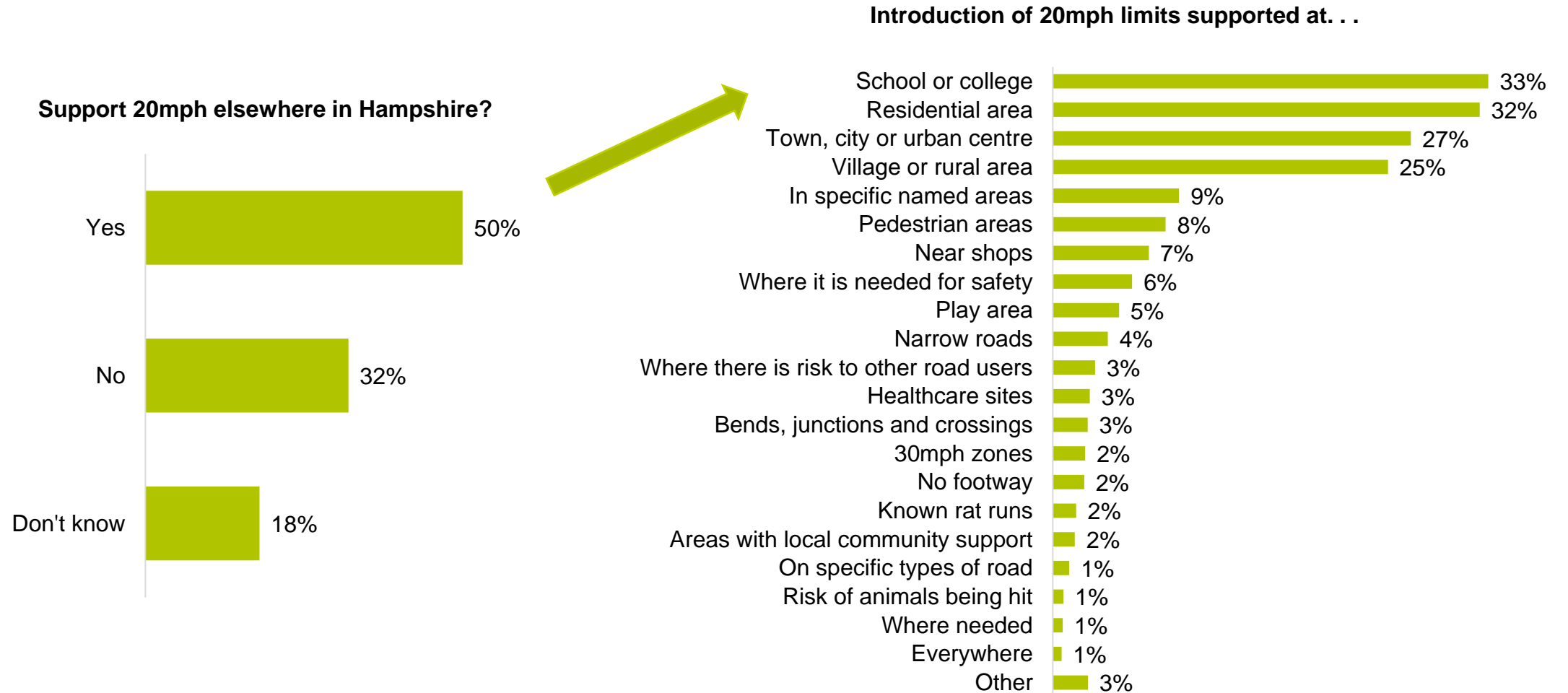
No need to slow traffic any further. Help traffic to flow more freely and reduce congestion ,not slow things down

It's going to be impossible to uphold such a restriction

It's not needed. I would rather see better control of people exceeding the existing 30mph limit

Near schools, yes but in general, no

Support for 20mph speed limits in wider Hampshire: Half of respondents would also support the introduction of 20mph speed limits outside of their local area – in particular around schools / colleges, in residential areas, villages, town and city centres



Q: Would you support the introduction of 20mph speed limits elsewhere in Hampshire? Respondent Base: 9227

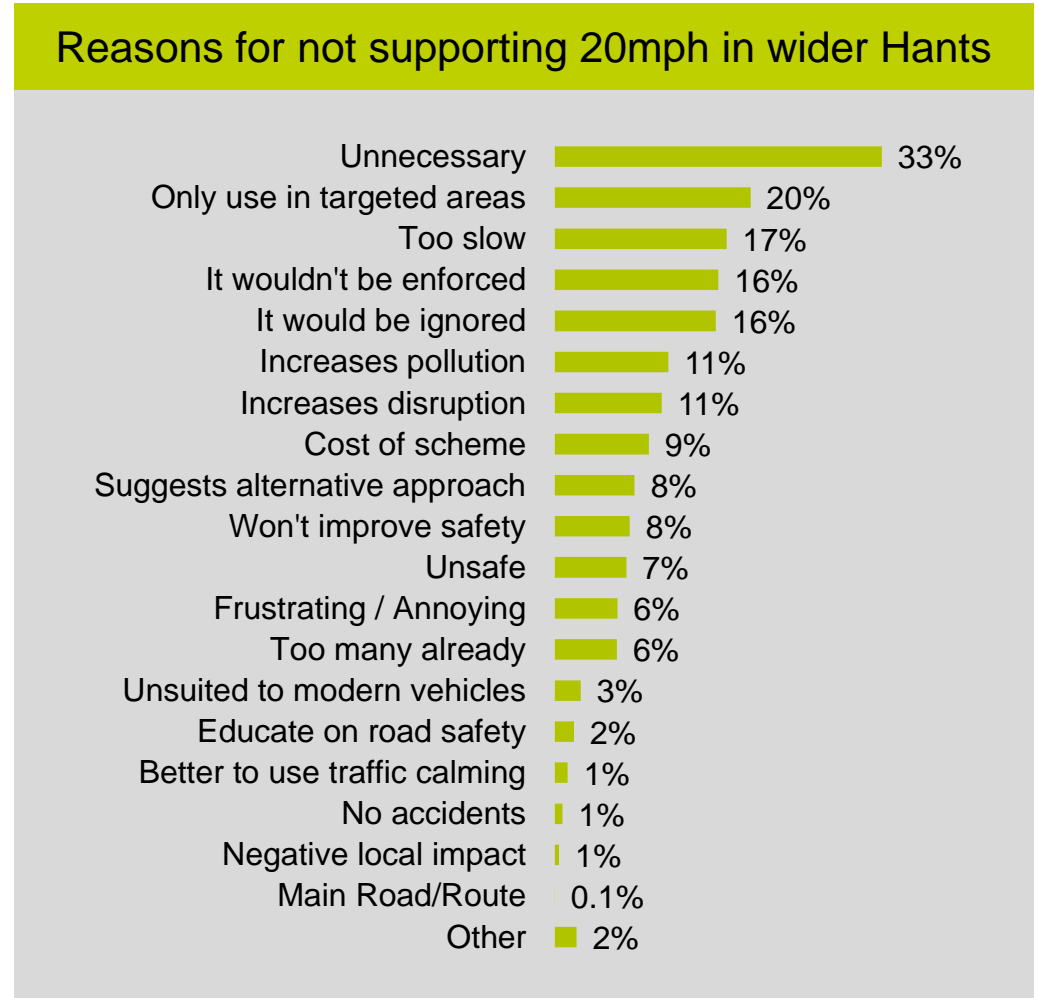
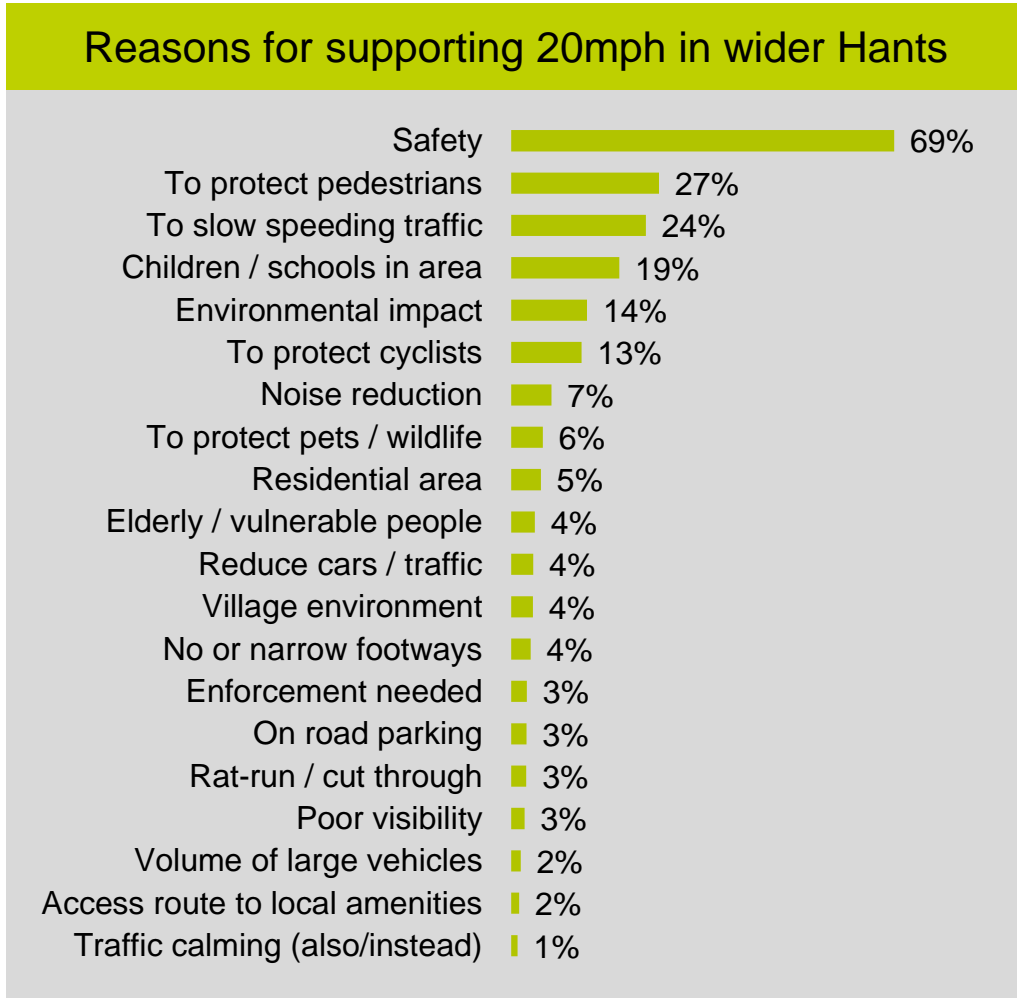
Q: Whereabouts would you support the introduction of 20mph speed limits elsewhere in Hampshire? Quantified verbatim, multicode. Respondent Base: 4305

Support for 20mph speed limits in wider Hampshire: 406 people named a specific location in which they felt a 20mph speed limit could be introduced. There was particular interest in Winchester and the New Forest.



Q: Whereabouts would you support the introduction of 20mph speed limits elsewhere in Hampshire? Illustrative example of named towns with multiple mentions (from 2 to 27, with larger words indicating higher mentions). A full list of named areas has been analysed and considered by the project team

Support for 20mph speed limits in wider Hampshire: Reasons for supporting and not supporting 20mph speed limits in other areas of Hampshire reflected the local rationale, supporters emphasising safety and detractors stressing that they are not needed in most areas.



Q: What are your reasons for supporting a 20mph speed limit elsewhere in Hampshire? Quantified verbatim, multicode. Respondent Base: 4299 (Excludes n/a)
 Q: What are your reasons for not supporting a 20mph speed limit elsewhere in Hampshire? Quantified verbatim, multicode. Respondent Base: 2690 (Excludes n/a)
 NB: top 20 reasons shown, all comments have been analysed and considered by the project team

Unstructured responses: 57 responses were submitted as emails, letters or other means which did not make use of the survey form.

46 unstructured responses were from individuals, 10 from organisations and 1 from a democratically elected representative from Whitchurch and the Cleres.

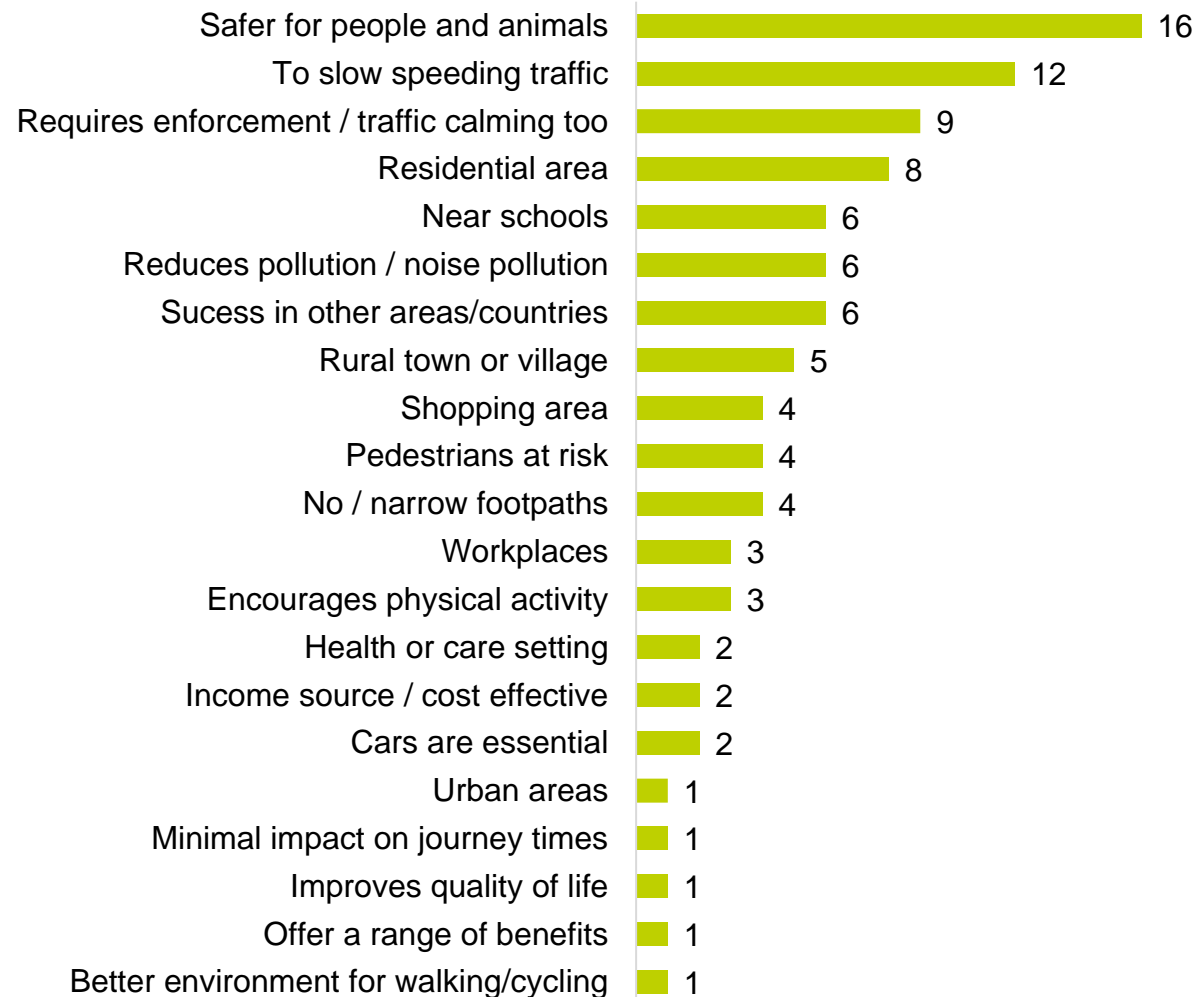
The organisations who submitted unstructured responses were:

- Eastleigh Borough Council
- Houghton Parish Council
- 20s Plenty
- Lyndhurst Council
- Whitchurch Town Council
- Lymington & Pennington Town Council
- Green Travel Hampshire & Cycle Hampshire
- Bentworth Parish Council
- Ringwood Town Council
- New Forest National Park Authority

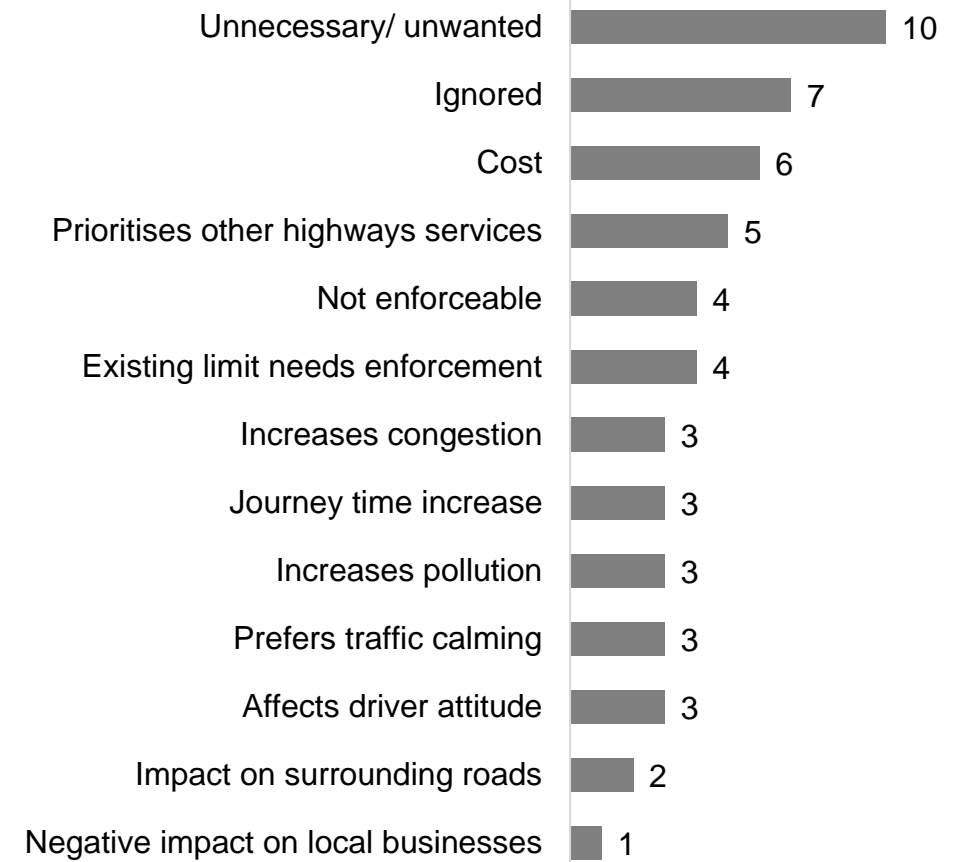
NB: 19 unstructured responses commented on the feedback process - in particular to flag that they were submitting a letter or email as they preferred not to prioritise all 10 Highways Activities, which was a mandatory requirement of the survey form.

Unstructured responses: Of those who specified, 29 commented in favour of 20mph limits and 19 in opposition. The main themes mirrored those received through the survey, with safety paramount for supporters and necessity, compliance and cost cited by those opposing their introduction

Reasons for support



Reasons for opposition



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