



Environment & Community Services Department

Alex Hosking
Request-847676-
4665358b@whatdotheyknow.Com

Sent via email to:
request-847676-
4665358b@whatdotheyknow.com

Date: 12/08/2022
Your Ref:
Our Ref: FIDP/017733-21
Enquiries to: ECSFeedback
Tel: (01454) 863404
Email: ECSFeedback@southglos.gov.uk

Dear Alex Hosking

RE: FREEDOM OF INFORMATION ACT REQUEST

Thank you for your request for information received on 26 March 2022. , I am writing to provide the Council's response to your enquiry. This is provided at the end of this letter.

I trust that your questions have been satisfactorily answered. If you have any questions about this response then please contact me again via ECSFeedback@southglos.gov.uk or at the address below.

If you are not happy with this response you have the right to request an internal review by emailing ECSFeedback@southglos.gov.uk. Please quote the reference number above when contacting the Council again.

If you remain dissatisfied with the outcome of the internal review you may apply directly to the Information Commissioner's Office (ICO). The ICO can be contacted at: The Information Commissioner's Office, Wycliffe House, Water Lane, Wilmslow, Cheshire, SK9 5AF or via their website at www.ico.org.uk

Yours sincerely

Marc Cashmore
Senior Engineer

cc ECSFeedback@southglos.gov.uk

FOI request reference: FIDP/017733-21	Request Title: Details of actual speed reductions in speed limit consultations
Date received: 29/4/22	Service areas: Department for Place
Date responded: 12/08/2022	

FOI Request Questions	Responses
<p>Why do consultations on speed limit reductions from South Gloucestershire Council not contain any data on what difference dropping the speed limit is expected to make to levels of compliance or actual free-flowing traffic speeds?</p> <p>I raise this concern as the data provided is almost always just what difference the limit is to be changed by, without giving data on what, if any, presumed traffic speed drop is likely to occur.</p> <p>This is misleading, without it, many respondents may presume a drop in speed limit is likely to lead to an equal or close to equal drop in traffic speeds and/or they may presume that if the limit is lower, those who drive genuinely unsafe speeds will only drive 5 or 10mph over the posted limit.</p> <p>Data you've provided me in the past seems to consistently show the latter not be the case.</p>	<p>The expectations are subject to numerous variables and each site is assessed for appropriate levels of intervention based on national guidance, research documents and professional judgement, cost and degree of support. The expectation is quite broad but experience shows vertical traffic calming measures for example are much more effective at achieving compliance than a speed limit alone if, baseline data shows a high level of exceedance. Lower existing mean traffic speeds are less likely warrant the expense of traffic calming though for wide ranges it is incumbent on us to look at bringing 85%ile nearer to the mean.</p> <p>The presumption is that lower traffic speeds help make the network safer and more attractive to use for the most vulnerable users such as cyclists and pedestrians.</p> <p>Each scheme that includes a speed limit will be looked at on it's own merit after some degree of investigation, officer scrutiny and the two stage informal and formal consultation so anyone is able to make comment and potentially object if they have grounds to do so.</p>

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