

<b>SUSTAINABLE GROWTH AND ENVIRONMENT CAPITAL SCRUTINY COMMITTEE</b>	<b>Agenda Item No. 9</b>
<b>20 JANUARY 2013</b>	<b>Public Report</b>

## **Report of the Sustainable Growth and Environment Capital Task and Finish Group**

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### **INVESTIGATION INTO THE BENEFITS OF EXTENDING 20MPH SPEED LIMITS THROUGHOUT RESIDENTIAL AREAS ACROSS THE PETERBOROUGH UNITARY AUTHORITY AREA**

#### **1. PURPOSE**

- 1.1 This report is submitted to the Committee following an investigation into the benefits of extending 20MPH Speed Limits throughout residential areas across the Peterborough Unitary Authority Area. The purpose of this report is to seek the Committee's approval for the submission of the report to Cabinet.

#### **2. RECOMMENDATIONS**

- 2.1 This committee is asked to:
1. Consider and comment on the Task and Finish Group report.
  2. Endorse the report and recommendations for submission to Cabinet.

#### **3. LINKS TO THE SUSTAINABLE COMMUNITY STRATEGY**

- 3.1 This report falls within the priorities of creating Strong and Supportive communities and Sustainable Growth and Environment as detailed in the Sustainable Community Strategy.

The report links to the wide variety of local and national indicators including; health, increase sustainable travel and reducing the number of people killed or seriously injured in road traffic accidents.

#### **4. BACKGROUND**

- 4.1 At its meeting on 17 April 2013, Council called upon the Sustainable Growth and Environment Capital Scrutiny Committee to investigate the benefits of extending 20MPH signed speed limits throughout residential areas in the Peterborough District and to present proposals to Cabinet not later than 31 March 2014. The Sustainable Growth and Environment Capital Scrutiny Committee at its meeting on 12 June 2013 agreed to establish a Task and Finish Group to undertake the investigation.

#### **5. KEY ISSUES**

- 5.1 The Task and Finish Group investigated the impact on 20mph signed speed limits against the following criteria; Safety, Environmental, Health, Economic, and Equality.

Information was presented to the group this included; research, 1:1 interviews with key witnesses/technical specialists/experts, information for special interest groups, and consultation with other Authorities.

It was noted by the group that the benefits 20mph limits can potentially have on communities are far reaching and should not be seen solely as a casualty reduction scheme.

During the investigation it became apparent that there was a limited number of evaluation/monitoring reports published by local authorities on the impacts 20mph signed limits have on casualty and speed reduction.

The term 'residential' road was discussed in detail by the group as was the police enforcement guidelines in 20mph limits.

To commit to a city wide 20mph signed limit on all residential roads was going to cost a considerable sum of monies. The group was unable to commit to this at the current time until evidence was made available of the impact limits have had in other local authority areas. By undertaking a pilot in Peterborough it would allow the authority to see impacts of a 20mph limit at a local level.

The Task and Finish group reviewed all the evidence presented against the themes and decided on a number of recommendations;

This include;

- Await the publication of further evaluations of schemes introduced in similar sized authorities.
- Introduce pilot 20mph speed limits in villages across Peterborough.
- Undertake a public consultation to gain the views of residents on introducing 20mph speed limits
- Agree a budget of £110k for the introduction of a pilot scheme in Peterborough.

## **6. IMPLICATIONS**

- 6.1 Recommendations in the Task and Finish Report would have financial implications for the council of an estimated £110,000.

The recommendation at the current stage would have implications for all villages in the Local Authority area. Dependant on findings the introduction of 20mph speed limits in all residential areas would impact across the city.

## **7. CONSULTATION**

- 7.1 The Task and Finish Group spoke with key witnesses/technical specialists/experts and received information form special interest groups, and other local authorities.

No formal public consultations have taken place at this time.

## **8. NEXT STEPS**

- 8.1 That the Committee approves the report and the recommendations contained within it for submission to Cabinet.

## **9. BACKGROUND DOCUMENTS**

Used to prepare this report, in accordance with the Local Government (Access to Information) Act 1985

- 9.1 Documents used to prepared the attached report included;
- Briefing notes and various information provided by the 20's plenty campaign
  - Setting Local Speed Limits – Department for Transport Circular 01/2013
  - Casualty data for the Peterborough Area
  - Interim Evaluation of the implementation of 20mph speed limits in Portsmouth 2010
  - National Heart Forum – reducing the default speed limits in built-up areas
  - ACPO speed enforcement policy guidelines 2011 – 2015

- Royal Society of the Prevention of Accidents – information 20mph zones and speed limits

## **10. APPENDICES**

- 10.1 Appendix 1 - The Final Report from the Sustainable Growth and Environment Capital Task and Finish Group

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