

<b>CABINET</b>	<b>AGENDA ITEM No. 4</b>
<b>28 JULY 2014</b>	<b>PUBLIC REPORT</b>

Cabinet Member(s) responsible:	Cllr Nigel North, Cabinet Member for Communities and Environment Capital	
Contact Officer(s):	Clair George, Road Safety Officer	Tel: 453576

## 20mph SPEED LIMITS

R E C O M M E N D A T I O N S	
<b>FROM :</b> Sustainable Growth and Environment Capital Scrutiny Committee	<b>Deadline date :</b> n/a
For Cabinet:	
<ol style="list-style-type: none"> <li>1. To await authorities to publicise impacts of 20mph limits;</li> <li>2. To implement 20mph in villages as a pilot;</li> <li>3. To undertake a public consultation to gain views of residents on 20mph limits; and</li> <li>4. To approve the budget of £110,000 required to implement the pilot in villages.</li> </ol>	

### 1. ORIGIN OF REPORT

- 1.1 At its meeting on 17<sup>th</sup> April 2013, Council called upon the Sustainable Growth and Environment Capital Scrutiny Committee to investigate the benefits of extending 20mph signed speed limits throughout all residential areas in the Peterborough District and present proposals to the Cabinet.
- 1.2 A cross party task and finish group investigated the impact of 20mph speed limits in residential areas and reported its findings and recommendations to the Sustainable Growth and Environment Capital Scrutiny Committee on 20<sup>th</sup> January 2014. (Report presented on 20<sup>th</sup> January - Appendix A).

### 2. PURPOSE AND REASON FOR REPORT

- 2.1 The purpose of this report is to consider the conclusions and recommendations made in the task and finish review with regards to 20mph signed speed limits.
- 2.2 This report is for Cabinet to consider under its terms of reference no. 3.2.3 'to take a leading role in promoting the economic, environmental and social well-being of the area'.

### 3. TIMESCALE

Is this a Major Policy Item/Statutory Plan?	<b>NO</b>	If Yes, date for relevant Cabinet Meeting	n/a
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### 4. KEY ISSUES

- 4.1 In order to carry out its task the Task and Finish Group determined that it would consider the impact of introducing 20mph signed speed limits against a variety of criteria. After consideration the following areas of impact were considered:

#### 4.1.1 **Safety**

- To seek a range of views on the impact of 20mph speed limits and 20mph zones on road safety in terms of reducing vehicle speeds and casualty numbers; and
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- To investigate what options other local authorities across the country are pursuing in terms of 20 mph speed limits/zones.

#### 4.1.2 **Environmental**

- To gain an understanding of any potential environmental impacts of 20mph speed on air quality, tail pipe and carbon emissions as well as noise; and
- To gain an understanding of any potential consequences of any displacement of traffic as a result of introducing lower speed limits.

#### 4.1.3 **Health**

- To gain an understanding of the potential 'other benefits' which 20mph speeds may bring, such as health benefits, increased sociability and better walking and cycling conditions.

#### 4.1.4 **Economic**

- To identify the benefits, feasibility and potential cost of various 20mph speed options in the city.

#### 4.1.5 **Equality**

- To investigate the benefits 20mph limits/zones will have on vulnerable people, for example those with mobility issues, physical impairments and children in the city.

4.2 The group gathered both a wide ranging and in-depth level of specialist subject knowledge and evidence from a range of resources, these included:

- The digest of written research and reports;
- 1:1 interviews with key witnesses including technical and specialist experts,
- Information from special interest groups, and
- Consultation with other Authorities.

4.3 After gathering the evidence the group considered, discussed and debated the relevant merits of what had been learnt, applying the evidence and learning to the City of Peterborough. As a result the following four recommendations were reached:

#### 4.3.1 **Recommendation 1**

Due to current available levels of evidence of the impact of 20mph 'signed only' schemes across the country the group recommends that the council await the publication of further evaluation of schemes introduced in other similar size authorities prior to a recommendation on the roll-out of an authority-wide scheme. Officers to be charged with a further report in 12 months.

#### 4.3.2 **Recommendation 2**

Whilst being cognisant of the caveat in Recommendation 1 the group is satisfied that the council should progress with implementing 20mph 'signed only' limits in all its constituent villages, subject to consultation.

The implementation of reduced speed limits within villages should be used as a pilot. Implementation will be evaluated by officers to include speed, casualty reduction and a public perception survey as to improved quality of life (including levels of active travel).

#### 4.3.3 **Recommendation 3**

Undertake a public consultation to gain views of such a scheme in Peterborough, as information presented made it clear such limits need to be self-enforcing and something the public buy into.

#### 4.3.4 **Recommendation 4**

To agree that budget is made available to undertake the pilot in the villages. Budget will need to cover implementation of the limits as well as speed monitoring and public consultations.

To investigate the possible funding streams available from other organisations which would benefit from the introduction of 20mph limits.

The cost of implementing in villages is an estimated £110,000. The costs are an estimate and are based on street furniture being available for signage. Dependent on what is available on site these costs could increase or decrease. The budget breakdown is as follows;

- Terminal, repeater signs and posts - £40k
- Before, during and after monitoring - £10k
- Public consultation - £5k
- Officer time for implementing scheme - £5k
- Works on current vehicle activated signs - £50k

4.4 Evidence presented showed the implementation of signed only limits on all residential roads across the authority would have significant financial implications. Councillors were unable to recommend a complete roll-out. Prior to an authority-wide scheme councillors would like to review data collected during the local pilot scheme as well as review data from similar sized authorities which have recently or are in the process of implementing 20mph.

### 5. **CONSULTATION**

5.1 Consultation was undertaken with different organisations and internal departments to assist the task and finish group with their recommendations.

5.2 No formal public consultations have taken place at this time, however one of the key recommendations is to undertake a public consultation with residents to gain their view on such a scheme.

### 6. **ANTICIPATED OUTCOMES**

6.1 That Cabinet endorse the recommendations of the Task and Finish Group.

### 7. **REASONS FOR RECOMMENDATIONS**

7.1 The recommendations are based on the findings of the Councillor cross party task and finish group.

### 8. **ALTERNATIVE OPTIONS CONSIDERED**

8.1 To await detailed evaluation reports from similar sized authorities who have recently implemented 20mph signed only limits on their effectiveness.

### 9. **IMPLICATIONS**

#### 9.1 **Financial**

The cost to undertake a pilot of 20mph signed only limits in villages across Peterborough would be in the region of £110,000.

### 10. **BACKGROUND DOCUMENTS**

10.1 Final report produced by the cross party task and finish group

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