

**Cabinet Working Group**

**To explore the options for introducing a 20mph speed limit in parts of Werrington**

**DRAFT Terms of Reference**

At Full Council in January 2018 a debate was held following presentation of a petition relating to 20 mph speed limits in parts of Werrington. The following decision was made:

*'To refer the petition to Cabinet with a recommendation to establish a cross-party working group to explore the options for introducing a 20mph speed limit on The Green, Church Street, Amberley Slope, Twelvetree Avenue and parts of Lincoln Road and Fulbridge Road approaching the Lincoln Road / Church Street and Fulbridge Road / The Green junctions, to review and make recommendations on the precises area to be covered, and to report back to Cabinet with their recommendations.'*

To enable this review to be carried out, the working group will do the following:

1. Review evidence from relevant national bodies relating to the effectiveness and impact of existing 20 mph schemes
2. Review the impact 20 mph schemes have had already in other local authority areas, and also in existing 20 mph zones in Peterborough
3. Review road safety data relating to the areas specified in the Decision, along with other intelligence to help reach an informed view
4. Seek a range of views on the potential impact of 20 mph speed limits in the areas specified in the Decision, including from ward councillors, relevant officers, and stakeholders with a relevant interest (e.g. nearby schools or businesses)
5. Review options other than 20 mph speed limits to ensure that Cabinet have a full and varied range of options if appropriate
6. Review any potential environmental impacts of 20 mph speed limits, including on air quality, exhaust and carbon emissions, and noise
7. Review the potential for additional benefits of 20 mph speed limits, including for example health benefits and enhanced social connectivity
8. Review the potential consequences of any displacement of traffic as a result of introducing lower speed limits
9. Identify and confirm the financial implications of introducing 20 mph speed limits in the areas described in the Decision
10. Consider any potential implications for future council-wide policy relating to 20 mph zones

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