

Leicester City Council

Scrutiny Review

Examining 20mph streets in Leicester

**A Review Report of the Economic
Development, Transportation & Climate
Emergency Scrutiny Commission**

January 2024

Contents

	Page
Foreword	2
Executive Summary	3
Recommendations	4
Report <ul style="list-style-type: none">○ <i>Review Rationale/Further Background</i>○ <i>Review Approach</i>○ <i>Summary of Current Arrangements, Evidence Gathering and Findings</i>○ <i>Summary of Task Group Conclusions</i>	5
Financial, Legal and Equalities Implications	10
Appendices list	11
Officers to contact	11
Appendices <ul style="list-style-type: none">○ Appendix A - Report to the EDTCE Scrutiny Commission on 21 September 2023.○ Appendix B - Presentation by city transport services provided to task group meeting on 13 November 2023.	12 17

Economic Development, Transportation and Climate Emergency Scrutiny Commission

Participating Commission Members

Councillor Sue Waddington (Chair)
Councillor Molly O'Neill (Vice Chair)
Councillor Geoff Whittle
Councillor Abdul Osman
Councillor Hemant Rae-Bhatia

Evidence to the Commission was provided by:

Andrew Smith, Director of Planning, Development & Transportation, Leicester City Council
Daniel Pearman, City Transport Director, Leicester City Council
Graham Seaton, Leicestershire Police
Sally Williams, Leicester Disabled People's Access Group
Zina Zelter, Climate Action Leicester and Leicestershire
Nicola Royle, Climate Action Leicester and Leicestershire
Anna Semlyen, 20's Plenty for Us

FOREWORD

I'm delighted to present the final report of the findings of the Economic Development, Transportation and Climate Emergency Scrutiny Commission's work in examining the policy regarding the implementation of 20mph streets in Leicester.

The implementation of 20mph streets across the city, covering over 1,500 streets and a programme to expand further, has undoubtedly had an impact on addressing traffic issues and promoting safety for our residents. Given some time has passed since the policy was reviewed, and given the national interest, I was very keen for the Economic Development, Transportation and Climate Emergency Scrutiny Commission to investigate this matter further.

Our work was a focused exercise to gain clarity around the rationale and benefits of implementing 20mph streets and the policy in creating 20mph zones. Crucially, we wanted to find out more about how the programme has been developed locally and how it compares with other cities to achieving the desired outcome of safer streets.

The work of the task group was relatively short and focussed. I'm very thankful for the input of my commission colleagues and officers from within the City Council's transportation division who provided us with their knowledge and expertise. I am also very thankful to the stakeholders who took the time to submit evidence to the review, this was fundamental to understand external views and I'm grateful for the input of those involved.

I was delighted that from a closer inspection of the current programme and from examining a range of evidence, that colleagues and I were able to form a number of recommendations that I hope will ensure further commitment to the implementation of 20mph streets in Leicester. I feel that the policy is crucial to ensuring safer streets for residents whilst also benefiting our environment and it is vital that the Commission continue to engage with the service and provide feedback to ensure suitable streets are identified for 20mph zones and that they are effective.



Councillor Sue Waddington
Chair of Economic Development, Transportation & Climate Emergency
Scrutiny Commission

1. EXECUTIVE SUMMARY

1.1 Background to the Review

- 1.1.1 As of August 2023, Leicester's rolling 20mph programme had converted over 50% of suitable streets to 20mph, equivalent to over 1,500 streets, with a commitment to aim for coverage of 80% of suitable streets over the next four years.
- 1.1.2 Whilst broadly supporting the implementation of 20mph speed limits, Members of the Economic Development, Transportation and Climate Emergency Scrutiny Commission sought greater detail in terms of the approach to the programme.
- 1.1.3 To enable the level of examination deemed necessary, the Commission resolved to establish a Task Group to gather the evidence required in order to reach a clear view in respect of the benefits of 20mph streets, the current programme and proposed schemes to achieve the commitment of converting 80% of suitable streets to 20mph.
- 1.1.4 The Deputy City Mayor welcomed the review by the Commission as timely given the national scrutiny of 20mph streets.
- 1.1.5 The Task Group held three sessions to gain a more in-depth understanding of the current approach, gather evidence: hear from officers and stakeholders, including emergency services and voluntary and community sector organisations. These sessions provided the opportunity to probe, question and ultimately form conclusions to make several recommendations for the future delivery of the programme.
- 1.1.6 This review serves as an example of short, focused piece of work. Sections 2.4 and 2.5 set out more detail of the evidence gathered and summarises how conclusions were reached.

1.2 RECOMMENDATIONS

1.2.1 At the task group meeting on 15 January 2024, members endorsed the following set of proposed recommendations:

- a)** The 20mph streets programme to continue to be implemented on a bespoke basis, in order to consider and be coordinated with complementary sustainable highway improvements where appropriate.
- b)** The Council is committed to introducing 20mph streets in 80% of non-strategic roads by 2027, however the Task Group would like to see an ambition to achieve 100% of appropriate residential streets to be converted to 20mph zones by 2030.
- c)** The 20mph programme should generally exclude A/Strategic roads.
- d)** The 20mph implementation process should incorporate post completion feedback to understand how the scheme is operating and review whether any changes may be required to the area itself or adjacent areas. Consideration should be given to further engagement with local residents.
- e)** Air quality in 20mph schemes to continue to be monitored and reported where possible.
- f)** The 20mph schemes should incorporate appropriate measures to ensure as much as possible they are self-enforcing.
- g)** When maintaining existing traffic calming measures implemented in the earlier 20mph schemes consideration should be given to replacing them with modern products as required in order to minimise problems such as traffic noise and vehicle damage.

2. REPORT

2.1 Review Rationale

- 2.1.1 The Economic Development, Transportation and Climate Emergency Scrutiny Commission initiated the review to examine the benefits and Council's approach to implementing 20mph streets in the city.
- 2.1.2 As of August 2023, Leicester's 20mph programme had converted over 50% of suitable streets to 20mph. A programme of work to continue implementing 20mph streets, aiming for coverage of 80% of suitable streets in the next four years had been identified.
- 2.1.3 The effectiveness and value for money of 20mph schemes in Leicester was previously considered by the Transport and Climate Change Scrutiny Commission in February 2012 who expressed support for the introduction of 20mph zones across the city and concluded that schools should be prioritised alongside accident cluster sites when implementing 20mph speed zones.
- 2.1.4 The Deputy City Mayor welcomed the review by the Commission as timely given the national scrutiny of 20mph streets.
- 2.1.5 The rationale and scoping document for the review is attached at Appendix A.

2.2 Review Approach

- 2.2.1 The intention of the review was made clear from the outset by the Chair in that the Task Group were keen to look at the approach and benefits to implementing 20mph streets in the city in order to reach a clear view in respect of the current programme and commitment to convert 80% of suitable streets to 20mph.
- 2.2.2 It is relatively commonplace for scrutiny commissions to request further detail in relation to proposed policy and this often results in additional information being provided to subsequent commission meetings. In this particular case, the Commission received an overview of services within its terms of reference on 27 July 2023, including the 20mph programme. A subsequent report was presented to the Commission on 21 September 2023 in response to the request by the Chair to examine the programme in more detail given concerns raised by residents to tackle traffic issues and the time elapsed since the topic had been considered by a scrutiny commission.
- 2.2.3 The preferred approach was to exercise the ability to engage with relevant officers and stakeholders away from a formal meeting setting and to gain sufficient evidence in order for a clearer view from the commission to be brought back to a future meeting.

- 2.2.4 The review was relatively short in comparison to other reviews performed previously but consistent with the current approach being explored by scrutiny commissions. The Commission held three separate informal meetings as part of the review, including:
- A detailed presentation by the transport division in respect of the current approach undertaken in Leicester and case studies for other areas implementing 20mph streets.
 - Evidence gathering from stakeholders and other identified witnesses, including the discussion of a verbal submission and review of written submissions.
 - A final session to draw conclusions from the evidence and in-depth understanding that had developed to form recommendations.

2.3 Current Arrangements

- 2.3.1 A session was arranged to allow the Task Group to receive the level of further detail required to understand the policy for the 20mph programme more fully. A comprehensive overview was provided by the Director for Planning, Development and Transportation and City Transport Director, a copy of the slides can be found in Appendix B. Members were also provided the opportunity to question officers on the current arrangements and proposed schemes.
- 2.3.2 Members were informed that rather than introducing a blanket speed limit policy which some other parts of the country are adopting, the potential for 20mph zones in Leicester has been considered on an area-by-area basis. The rationale for this is such that structured assessments can be undertaken of each potential new zone. Whilst taking longer overall, this is considered a more effective way of delivering bespoke 20mph zones to ensure a more robust and positive outcome.
- 2.3.3 Potential schemes are subject to detailed technical street by street assessment including analysis of accident statistics and speed surveys.
- 2.3.4 Consideration in each area is given to controls over vehicle speeds and safety using 20mph speed limit signage, but also complementary physical traffic calming measures such as speed cushions. The potential for wider safety benefits and complementary improvements, such as for schools and more generally for cyclists, pedestrians and disabled people on streets, is also considered.
- 2.3.5 All 20mph schemes require a traffic regulation order and therefore follow a standard approach to consultation by engaging key stakeholders, such as the emergency services, bus operators, active travel representative, the lead Executive member and local ward members. Schemes are generally approved under specific Executive decisions.

2.3.6 Over 50% of suitable streets in the city are now 20mph, equivalent to over 1,500 streets, with a rolling programme and commitment to reach 80% of suitable streets over the next four years - this generally excludes A roads and strategic routes.

2.3.7 The programme is continuously reviewed to forward plan schemes and reprioritise where necessary. The Department for Transport provides funding each year that is utilised to deliver 20mph schemes and whilst other funding sources, such as S106 monies, may sometimes also be used, government funding is generally matched with internal resources to implement 20mph zones.

2.4 Evidence Gathering

2.4.1 In compiling evidence for the Task Group, officers carried out investigatory work and presented information to Members. This included gathering data and evidence from internal sources and by undertaking desktop research to understand the impact of 20mph streets and share the policy approach at other local authorities in terms of comparing the implementation of 20mph streets in Leicester.

2.4.2 Members also undertook investigatory work and shared findings of research and examples of case studies within their wards and across the wider city.

2.4.3 In consultation with the Task Group, the Chair also invited a number of organisations to submit evidence and participate in the review who had knowledge and expertise as well as sharing views of the public. Stakeholders were invited to either submit evidence in writing or present information to the Task Group at a dedicated session.

2.4.4 Evidence was submitted on behalf of Leicestershire Police, Climate Action Leicester and Leicestershire, Leicester Disabled Access Group and 20s Plenty for Us. A representative also attended the evidence gathering session on behalf of Climate Action Leicester and Leicestershire to present evidence and engage with Members.

2.4.5 The sessions allowed Members to seek clarity and ask questions on various matters such as the local and wider policy and the benefits of 20mph streets to road safety and protecting the environment. This level of investigation allowed sufficient evidence to be gathered to enable a set of recommendations to be established as outlined in paragraph 1.2.

2.5 Review Findings

2.5.1 By introducing 20mph speed limits, it is expected that vehicles will travel no more than 20mph in designated zones. This can involve changing signage but can also include the installation of traffic calming measures.

- 2.5.2 In receiving evidence, it was made clear to the Task Group that the implementation of 20mph speed limits was wholly supported and in broad agreement with the identified benefits.
- 2.5.3 There was consensus that implementation of 20mph streets create safer streets, increase uptake in walking and cycling and reduce frequency and severity of road traffic accidents.
- 2.5.4 Local data showed that during 2016-2020 (noting subsequent years was not included due to the pandemic), there had been a 43% reduction in collisions, average speeds had reduced by 2.3mph, and there had been an increase in local walking and cycling facilitated by the bespoke design of schemes.
- 2.5.5 Emerging evidence of reduced air pollution by reducing CO2 in 20mph zones was reported, although recognition was given that this is still be monitored.
- 2.5.6 The main observation of difference was the approach to introducing 20mph streets and the use of traffic calming measures.
- 2.5.7 Over 1,500 streets in the city have been converted to 20mph using a bespoke scheme-by-scheme basis. There is also a commitment to aim to reach 80% of suitable streets over the next four years in which the Task Group received further detail on the proposed programme of streets.
- 2.5.8 Assessment of data and the local environment is considered to design appropriate schemes to control vehicle speeds and safety by solely using 20mph speed limit signage or including other physical traffic calming measures.
- 2.5.9 All 20mph schemes require a traffic regulation order and therefore involve consultation. There has been a consistent level of support from emergency services and members of the public are generally in support of 20mph schemes with objections usually relating to specific elements, for example a speed cushion in a specific location. This was consistent with evidence received relating to surveys in other cities implementing 20mph streets.
- 2.5.10 Evidence received from the Police, who are a key stakeholder in the Road Safety Partnership across Leicester, Leicestershire & Rutland, was consistent with this finding of supporting the implementation of 20mph streets and the commitment to achieve reduced speed limits for 80% of suitable streets, subject to compliance with Department for Transport Guidance.
- 2.5.11 It was found that there has been no conflict with implemented 20mph schemes on emergency response and few complaints had been submitted to the Police regarding compliance.

- 2.5.12 20s Plenty for Us, Climate Action Leicester & Leicestershire and Leicester Disabled People's Access Group support a default 20mph speed limit in which the local authority could create exceptions for particular streets in order to reduce speed limits more quickly and improve safety, particularly in residential areas.

Benchmarking

- 2.5.13 The Commission were keen to understand the approach to implementing 20mph streets across other local authorities and national guidance to compare the approach taken in Leicester.
- 2.5.14 Most local authorities, including Bristol, Birmingham, Liverpool and York take a similar approach to Leicester in delivering 20mph schemes – this includes using data to implement in areas where 20mph and where necessary traffic calming measures will be of benefit.
- 2.5.15 Leeds was identified as a city who have not introduced a default 20mph speed limit but introducing larger zones to achieve 20mph streets in comparison to the smaller clusters implemented on a phased approach in Leicester.
- 2.5.16 Cities such as Portsmouth and Edinburgh have implemented a default 20mph speed limit in residential areas but has required retrospective implementation of other measures as signs alone do not always control speeds. Wales had also implemented a national default speed limit of 20mph, although the policy had only recently been introduced and evidence of compliance is still at an early stage.
- 2.5.17 The Plan for Drivers announced by Government indicated blanket speed limits is likely to be prevented although this is subject to legislation. The service will continue to engage with the Department for Transport to ensure its policy complies with national guidance and legislation, although the current approach taken in Leicester would be consistent if it were introduced.

2.6 Summary of Task Group Conclusions

- 2.6.1 As a result of the evidence received and the ability for members to probe and engage with officers and witnesses as part of this work, the Task Group concluded that they were in broad agreement with the policy of implementing 20mph streets on a bespoke basis, although issued a number of recommendations as set out in paragraph 1.2.
- 2.6.2 The benefits of 20mph streets, particularly on road safety and preventing serious traffic collisions, was recognised by the Task Group and whilst there is a commitment to convert 80% of eligible streets to 20mph, Members concluded from the evidence gathered that the current programme commitment should be reviewed with a recommendation to

achieve 100% of appropriate residential streets to be converted to 20mph zones by 2030.

- 2.6.3 Drawing on the evidence, the Task Group recognised that the use of traffic calming measures were not wholly supported but concluded that such measures were important to ensuring compliance and self-enforcement of 20mph speed limits but that they should only be installed in streets when necessary. The Task Group also recognised the advancement of traffic calming measures over recent years and concluded that consideration be given to installing more modern products as required.
- 2.6.4 Overall, the Task Group found that the bespoke approach taken by the council in implementing 20mph streets was preferential to a default 20mph speed limit policy. It considered the approach taken in other authorities and evidence submitted by stakeholders but concluded that the assessment and consultation of 20mph zones on a scheme-by-scheme basis enabled suitable design and greater compliance although found that the process should be amended to incorporate post completion feedback along with consideration of the other recommendations.

3 Financial, Legal and Other Implications

3.1 Financial Implications

The cost of implementing 20mph zones largely relates to signage, consultation, regulation orders, and where necessary, calming measures. The roll-out of these measures is funded from the Transport Improvement Works (TIW) budget within the Council's capital programme, which is approved by Full Council each year.

Kirsty Cowell, Head of Finance, Ext 2377

3.2 Legal Implications

While there are no specific legal implications relating to the report, Traffic Regulation Orders can be introduced under various sections of the Road Traffic Regulation Act 1984 and Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996. The procedure contained in these regulations details the consultation requirements when enacting new TROs.

In determining the restrictions to be recommended Officers should have regard to the requirements under Section 122 of the 1984 Act to ensure the safe and expeditious movement of traffic, whilst considering the requirements for parking facilities on and off the highway. When making further 20mph decision, the Council will also have to comply with the

statutory requirements for consultation as required in accordance with the Act and Regulations.

Towards the end of 2023, the Government stated it intended to review the use of blanket 20mph speed limits and it is understood that Government guidance was also to be reviewed.

Zoe Iliffe FCILEx, Principal Lawyer, Ext 2180

3.3 Equality Implications

There are no direct equality implications arising from the report.

The report notes that for each scheme residents' views are sought and this is vital in giving due regard to any potential equality implications. Any larger schemes may warrant the need for an equality impact assessment.

Kalvaran Sandhu, Equalities Manager, Ext 6344

3.4 Climate Change and Carbon Reduction Implications

As noted within this report, evidence shows that 20mph zones are successful in improving road safety and lead to an increase in walking and cycling levels. This is expected to lead to a reduction in overall carbon emissions from travel, and should therefore make a positive contribution to implementing the council's Climate Emergency Strategy and ambition to achieve net zero carbon emissions.

Aidan Davis, Sustainability Officer, Ext 37 2284

4 Summary of Appendices

Appendix A: Report to the EDTCE Scrutiny Commission on 21 September 2023.

Appendix B: Presentation by city transport services provided to task group meeting on 13 November 2023.

5 Officers to Contact

Georgia Humby
Senior Governance Officer
Georgia.Humby@leicester.gov.uk
0116 454 2971

20MPH STREETS – INFORMAL SCRUTINY PROPOSAL

EDTCE Scrutiny

Date of meeting: 21 September 2023

Lead director/officer: Daniel Pearman

Useful information

- Ward(s) affected: All Wards
- Report author: Daniel Pearman
- Author contact details: [0116 454 3061](tel:01164543061)
- Report version number: 01

1. Purpose of Report

- 1.1 To provide members of the commission with some background information and a suggested approach for informal scrutiny in relation to the Council's approach to delivering 20mph streets in Leicester and a proposed future programme for new schemes.
- 1.2 To provide members of the commission with the opportunity to comment on the scope for the work, suggest items to include, and consider joining the working group.

2. Context

- 2.1 Leicester's 20mph programme has, as of August 2023, converted over 50% of suitable streets to 20mph (See Appendix 1 plan of existing 20 mph schemes in the city). Currently a programme of work is envisaged to continue this work, aiming for coverage of some 80 % of suitable streets in the next four years.
- 2.2 Rather than introduce blanket speed limits which some other parts of the country are doing, in Leicester the potential for 20mph zones has been considered on an area by area basis. There is a clear rationale for this, such that structured assessment can be undertaken of each potential new zone. Whilst taking longer overall this is a more considered a more effective way of delivering bespoke 20mph zones to ensure a more robust and positive outcome.
- 2.3 Potential schemes are subject to detailed technical street by street assessment including analysis of accident statistics and speed surveys.
- 2.4 Consideration in each area is given to controls over vehicle speeds and safety using 20mph speed limit signage, but also complementary physical safety measures such as speed cushions. The potential for wider safety benefits and complementary improvements, such as for schools and more generally for cyclists, pedestrians and disabled people on streets, is also considered.
- 2.5 Each scheme follows a standard approach to staged consultation engaging key stakeholders, such as the emergency services, bus operators, active travel representatives and the lead Executive member and local ward members. Schemes are generally approved under specific Executive decisions.
- 2.6 The Transport and Climate Change Scrutiny Commission considered the effectiveness and value for money of 20mph schemes in Leicester and in February 2012 and expressed support for the introduction of 20mph zones across the city and concluded that schools should be prioritised alongside accident cluster sites when implementing 20mph speed zones.

3. Scope of the 20mph Streets Review

3.1 A suggested scope for some separate, informal scrutiny is set out below for consideration by the Commission:

- The current area by area approach to the delivery of 20mph zones,
- The methodology used to determine areas that are appropriate for 20mph zones,
- The process by which engagement and consultation is undertaken for 20mph zones,
- The usage of traffic calming when delivering 20mph zones and the reason why certain types of traffic calming are considered,
- The impact and benefits of 20mph zones on motor traffic, passenger transport, emergency services, cyclists, pedestrians and disabled people,
- The impact and benefits of 20mph zones on road safety, air quality, decarbonisation and public health
- Comparisons and findings from other local or national authorities,
- The proposals for the next stage of the programme, to ensure at least 80% of streets in the city are made 20mph in the next 4 years,
- The potential benefits through inclusion of additional local safety and active travel improvements as part of 20mph speed limits or zones, for instance benefiting schools and more generally for cyclists, pedestrians and disabled people.

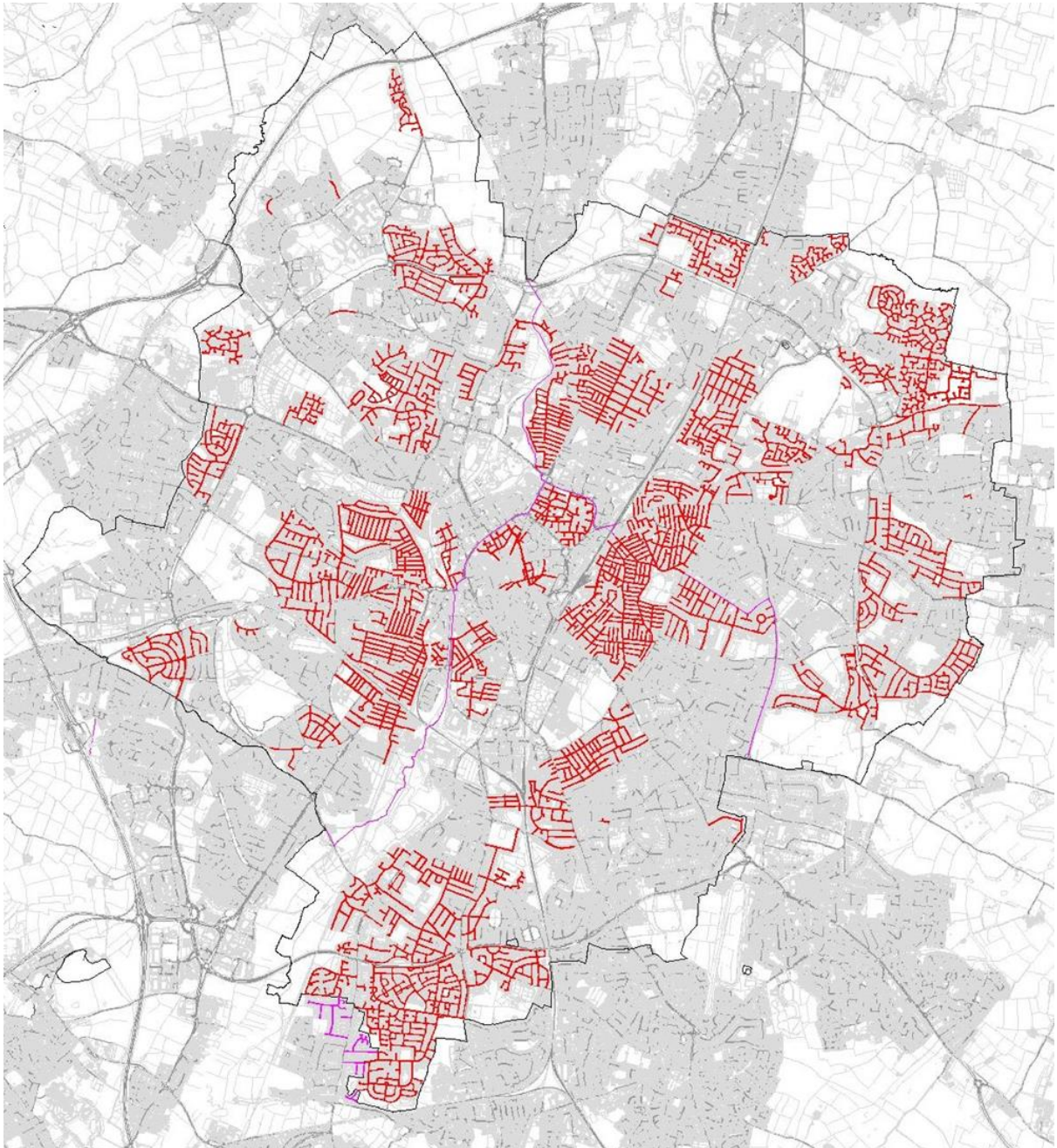
3.2 Scrutiny member's comments are requested on the proposed approach to some informal scrutiny on this matter. Volunteers are sought to attend meetings to carry out the review. It is anticipated that at least three meetings will be held with the intention of completing the stages by the end of the calendar year:

1. Overview/Background review.
2. Consider issues in depth, including potential to invite participants e.g. Road Safety Partnership, Police and representative users such as cyclists, pedestrian and disability groups.
3. Draw conclusions on findings and recommendations.

Members can consider the approach to this work in more detail at the first meeting, including requests for participants.

3.3 The findings of the informal scrutiny and any recommendations that arise will be reported back to the EDTCE Scrutiny Commission for comment and subsequent reference to the Lead Executive member for consideration.

Appendix 1 - plan showing existing coverage of 20 MPH schemes



20mph

EDTCE Scrutiny Commission Working
Group

13th November 2023

Scrutiny Considerations

- The current area by area approach to the delivery of 20mph zones,
- The methodology used to determine areas that are appropriate for 20mph zones,
- The process by which engagement and consultation is undertaken for 20mph zones,
- The usage of traffic calming when delivering 20mph zones and the reason why certain types of traffic calming are considered,
- The impact and benefits of 20mph zones on motor traffic, passenger transport, emergency services, cyclists, pedestrians and disabled people,
- The impact and benefits of 20mph zones on road safety, air quality, decarbonisation and public health
- Comparisons and findings from other local or national authorities,
- The proposals for the next stage of the programme, to ensure at least 80% of streets in the city are made 20mph in the next 4 years,
- The potential benefits through inclusion of additional local safety and active travel improvements as part of 20mph speed limits or zones, for instance benefiting schools and more generally for cyclists, pedestrians, and disabled people.

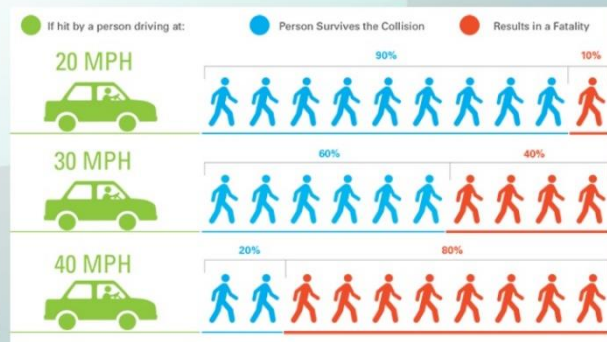
What is a 20mph area?

- A 20mph area is an area where traffic is expected to be travelling at no more than 20mph, and the posted speed limit has been changed accordingly.
- Some areas will have traffic calming features to reduce vehicle speeds, others will have signage only. This will depend mostly on average vehicle speeds.



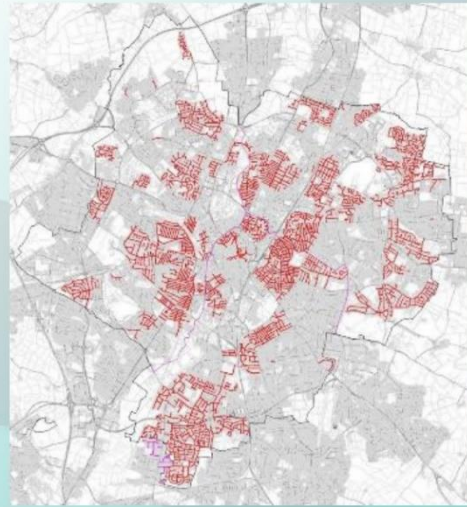
Benefits of 20mph

- Safer streets for pedestrians and cyclists
- Increased uptake of walking and cycling
- Reduced rat running
- Reduced frequency and severity of road traffic collisions
- Emerging evidence of reduced pollution



Context

- As of November 2023, just over 50% of suitable streets in the city are under 20mph restrictions – over 1500 streets total.
- Leicester’s first 20mph – Bede Island, 1999. Current programme started 2012.
- Suitable streets are those that are not category “A” roads – these are main roads like London Road.



The Leicester Approach



- Rather than introduce a blanket speed limit, we have delivered 20mph schemes as discrete zones – installing traffic calming features such as speed humps or cushions where needed.
- All streets that are not main roads (class A) are in scope and taken to at least assessment/engagement.

Identification and Scoring

- Potential areas are identified by clustering together similar local streets into an area. This can vary from one or two roads, through to larger estates of thirty plus streets.
- A scoring system is then used to arrange scheme priority, taking into account:
 - Local support (based on requests from ward councillors or residents)
 - Whether other works are scheduled in the area
 - Whether there is a planning condition in place for speed restrictions
 - How deliverable the proposal is
 - The number of schools within the proposed area
 - The potential cost of the scheme
 - The number of accidents per km, per year.

Assessment



- Speed data for streets within a proposed area is sourced from sat nav data and point surveys.
- Officers also use experience, guidance, and any previous information shared from the public to identify where potential issues may be.
- This data lets us identify where we may need to take action to reduce speeds by installing traffic calming before making streets 20mph.

Traffic Calming

- Specific meaning in law – road humps, build-outs, chicanes, gateways, islands, overrun areas, pinch-points, or rumble devices.
- Speed cushions, tables, bumps, are all forms of road hump
- Must always be designed to suit the environment. Most residential traffic calming will take the form of speed cushions – some wider wheelbase vehicles are less deterred.

Traffic Calming - Examples



Engagement/Consultation

- 20mph schemes will always require a traffic order, and therefore a consultation exercise.
- Stage 1 consultations are with local ward councillors, the emergency services, Logistics UK, and the Road Haulage Association.
- Stage 2 consultations are undertaken with all residents living within the impacted area.
- Comments and feedback are considered at each stage and shape the design – for example, features may be altered for fire/ambulance routes to ensure emergency vehicles are not hindered.

Levels of Support



- 20mph speed limits continue to be well supported by residents and emergency services.
- Around 18-25% response rate per scheme, around 75-80% of responses in favour.
- Objections tend to focus on scheme design concerns (placement of speed cushions, for example), potential for vehicle damage, lack of value, or concerns over enforcement.

What are Others Doing?

- Authorities including Hertfordshire, Cambridgeshire, Leeds, Oxfordshire, York, Liverpool, Birmingham, and Bristol are delivering 20mphs on a staged, data led approach similar to ours.
- London Boroughs mostly adopt the same practice, though have different legislation requirements.
- These areas have delivered quite substantive areas under this approach, whilst ensuring environments are suitable.
- A minority of authorities have undertaken wider, wholesale changes to speed limits.

Citywide or Default Changes

- Wales have recently changed default speed limits to 20mph on residential roads.
- Portsmouth deployed a citywide 20mph limit that covered 94% of the city in 2008 – the first city in the country to do so.
- Edinburgh deployed a similar programme, completing the transition for most of the city by March 2018.
- Portsmouth and Edinburgh have both delivered programmes to introduce traffic calming since.

Findings Since Completion

Portsmouth

- 22% reduction in the number of casualties
- Average speed reduction of 1.3mph
- High (>24mph) speed roads continued to display noncompliance.
- Strong public support associated with an increase in likelihood to walk or cycle.

Edinburgh

- 30% decrease in collisions, and a 31% decrease in casualties.
- Largest speed reductions on streets that were physically changed. Overall average speed reduction of 2mph
- Frequency of walking or cycling trips up – frequency of car or van journeys down
- Air pollutants – continuing downward trend.

Wales

- Average speed reduction of 3mph
- 51% increase in active travel use on journeys to school.
- Reported change in driver behaviour to be more pro-pedestrian.
- No negative impact on air quality.
- Mixed reports on bus service punctuality, too early and sample size too small to conclude.

Benefits to our approach

- Allows us to deliver a rolling programme alongside traffic calming, maximising resource availability and deployment.
- Removes much of the need for police enforcement.
- Minimises the need for intervention after installation and ensures that speed limits evidence good compliance.
- Creates opportunity for other local improvements in the area when delivering/designing schemes.



Our findings

- 43% reduction in collisions on converted roads.
- Average speed reduction of 2.6mph
- Increase in local walking and cycling journeys – most evident in areas with traffic calming installed.



Next Stages

- City Council are committed to ensuring 80% of the network are made 20mph within the next 4 years.
- Map opposite shows:
 - Current limits (red)
 - Programmed schemes (cyan)
 - Proposed additional (mustard)
- Cyan projects are at various stages of design and consultation, mustard projects are currently being scheduled.
- Plan for Drivers – a promise to “update 20mph zone guidance for England to help prevent inappropriate blanket use”

