
20mph Programme Update

EDTCE Scrutiny

Date of meeting: 23 April 2025

Lead director/officer: Daniel Pearman

Useful information

- Ward(s) affected: All Wards
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- Report version number: 01

1. Purpose of Report

- 1.1 To provide members of the commission with an update on the progress of the City's 20mph programme
- 1.2 To provide members of the commission with details on the next phases of the City's 20mph programme

2. Summary

- 2.1 The EDTCE scrutiny commission established a task group to review the 20mph programme in 2023, with the findings of this group reported back to the commission in January 2024.
- 2.2 The commission recommended that:
- i 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.
 - ii 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.
 - iii The 20mph programme should generally exclude A/Strategic roads.
 - iv 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.
 - v Air quality in 20mph schemes to continue to be monitored and reported where possible.
 - vi The 20mph schemes should incorporate appropriate measures to ensure as much as possible they are self-enforcing.
- 2.3 The commission also requested that officers return with an update in the future. This report and presentation fulfils that request.
- 2.4 The current 20mph programme began in 2012, and has so far delivered 114 bespoke schemes, making a total of 1,756 streets within a 20mph speed limit or zone – 63% of suitable streets.
- 2.5 Schemes are now programmed through March 2028, which will result in 81% of suitable streets being within a 20mph speed limit or zone.
- 2.6 Suitable streets are defined as all roads that are not classification ‘A’ roads.
- 2.7 The approach continues to ensure that schemes are bespoke, with traffic calming features – speed cushions – installed where necessary to ensure that average speeds are at 24mph or below, in line with government guidance as found in Traffic Circular 01/2013 *Setting Local Speed Limits*.
- 2.8 All 20mph schemes are subject to consultation, and we have found consistent support for our approach across the city.
- 2.9 Across the entire programme, there has been a 21% response rate to consultation (high response rate for transport projects) – with an average approval rate of 83% for the 20mph scheme and 72% for traffic calming (when proposed).
- 2.10 Since the conclusion of the previous session, officers have continued to explore opportunities to develop the programme to enable us to meet both the executive target and the extension recommended by the commission. We have so far introduced administrative changes to the process to reduce processing time for traffic orders as well as extending the programme forecast beyond achieving the 80% target, to allow for ongoing delivery.

- 2.11 In response to the specific scrutiny recommendations:
- i All capital transport and highway delivery pipelines are coordinated. Transport projects are reviewed at conception to identify if the project is within a 20mph zone/limit, if there are proposals for delivery, or if it is in the future programme. If applicable, projects are merged at that point.
 - ii As above, the programme has been projected to encompass 100% of suitable city streets, to ensure that we can continue without pause in delivery after achieving the 80% target.
 - iii Including only suitable streets is a principle of the programme, and there are no plans for 20mph speed limits or zones on either strategically important or A roads.
 - iv We are in the process of adjusting our monitoring approach to ensure it is aligned with government guidance on best practice, and assessing how we can collect both qualitative and quantifiable data in a way that allows comparisons and interacts with our existing datasets. We have scheduled traffic surveys for a random sampling of 20mph streets over the next financial year to sample compliance across projects, implementation methods, areas, and delivery years.
 - v Extended monitoring of air quality is a key consideration as part of both the above process and our review of air quality monitoring following adoption of the Air Quality Action Plan.
 - vi Where traffic speeds are assessed to be over 24mph, officers will recommend traffic calming. In the majority of cases we will recommend speed cushions, as these are efficient and cost-effective, allowing us to continue the programme at pace.
- 2.12 All works related to delivery are funded from the Transport Improvements Works budget, which is sourced from annual allocations of the Government's (DfT) Integrated Transport Block.

3. Financial, legal, equalities, climate emergency, and other implications

3.1 Financial Implications

Works within the 20mph programme are funded via the Transport Improvements Works budget, and in turn the Integrated Transport Blocks. The programme is scalable, and can therefore adapt to the level of resource available and priorities within the wider transport capital delivery programme.

Finance Capital 3 April 2025

3.2 Legal Implications

No legal implications identified following legal services review

7 April 2025

3.3 Equality Implications

Under the Equality Act 2010, public authorities have a Public Sector Equality Duty (PSED) which requires us to eliminate unlawful discrimination, advance equality of opportunity and foster good relations between those who share a protected characteristic as defined by the Equality Act 2010 (sex, sexual orientation, gender reassignment, disability, race, religion or belief, marriage and civil partnership, pregnancy and maternity, age) and those who do not.

In keeping with our PSED, we are required to pay due regard to any negative impacts on people with protected characteristics arising from our decisions (and this would include decisions on how we deliver our services) and put in place mitigating actions to reduce or remove those negative impacts.

The report provides an update on the City's 20mph programme and 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. Lower speed limits make roads safer for pedestrians and cyclists, and in particular for children, disabled and older people, all of whom are particularly vulnerable to road traffic collisions.

Sukhi Biring, Equalities Officer 3 April 2025

3.4 Climate Emergency Implications

20mph zones contribute to creating more favourable conditions for active travel and any increases in the proportion of trips made by active travel will have a positive impact on reducing carbon emissions from travel in the city.

Duncan Bell, Change Manager (Climate Emergency). 4 April 2025

3.5 Other Implications

None

4. Appendices and other papers

4.1 Presentation – 20mph Update.pptx