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# **20MPH STREETS – INFORMAL SCRUTINY PROPOSAL**

## **EDTCE Scrutiny**

Date of meeting: 21 September 2023

Lead director/officer: Daniel Pearman

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## 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 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

