

20 mph Speed Limits: Task & Finish Group Recommendations

Call-In (to be considered by Communities OSC on 9th May)

The reasons for the call-in are detailed below:

1. The evidence from a wide range of other local authorities and studies on the experience of implementing 20mph limits was not properly considered or published in the report.
2. The desk based exercise on New Arley and Kenilworth was not published as part of the report and was not summarised accurately.
3. The report runs contrary to the Council Plan by not being consistent with:
 - i) a 'community powered Warwickshire approach' (p17)
 - ii) 'making it easier to make more sustainable journeys using cycling, walking or public transport' (p11)
 - iii) the commitment to residents to 'be safe and feel safe' (p10) and to 'live in a safe environment that is connected to your community' (p16)

Officer response & information for consideration by Communities OSC:

1. *The evidence from a wide range of other local authorities and studies on the experience of implementing 20mph limits was not properly considered or published in the report.*

The main source of evidence for this is a report commissioned by the DfT and carried out by Atkins. This provides a comprehensive review of schemes that have been established, providing a robust understanding of the impacts that is considered to be statistically significant. While other schemes have been implemented since the publication of this report, they have not yet published findings on the impact and when approached by WCC officers, could not provide further information at this time.

This DfT/Atkins report was, we believe, circulated to the group and also shared within one of the meetings via the chat function. A link to this document is provided below:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/757307/20mph-headline-report.pdf

2. *The desk based exercise on New Arley and Kenilworth was not published as part of the report and was not summarised accurately.*

The desk-based exercise report was circulated to members of the Task & Finish Group in October, and summary details were included in the Cabinet report as a way of providing this information in a more accessible format. The report circulated to the Group in October is available here if Members wish to see more detail:

<https://democracy.warwickshire.gov.uk/ieListDocuments.aspx?MId=3568&x=1>.

3. *The report runs contrary to the Council Plan by not being consistent with:*

- i) a 'community powered Warwickshire approach' (p17)*
- ii) 'making it easier to make more sustainable journeys using cycling, walking or public transport' (p11)*
- iii) the commitment to residents to 'be safe and feel safe' (p10) and to 'live in a safe environment that is connected to your community' (p16)*

20mph limits are just one tool within a range of policy approaches and interventions that could help achieve these goals. These include education and training (for instance Road Safety Education in schools, the work of our SAfER project with schools, communities and businesses; cycle training, travel training, etc.); road safety engineering measures; development/improvement of public realm to support active travel; development of designated and segregated cycle lanes; and work with developers to integrate active travel into their plans; development of public transport solutions such as Demand Responsive Transport, Bus Service Improvement Plan and enhanced partnerships with operators, transport hubs, new rail station developments, etc.

We are working on a Community Powered Warwickshire Groundbreaker on highways, which will build on our existing work with communities to help identify the key issues/challenges being faced in a locality, and explore with them the best solutions to achieve the outcomes that the whole community wish to see achieved. This may or may not include proposals to introduce a 20mph speed limit, as alternative measures may better achieve the outcomes being sought.

Delegated budgets, and the new Highways Communities Action funding could be utilised to support the implementation of a range of measures that will help communities achieve the desired outcomes, which could include the introduction of a 20mph zone.