

# Public Document Pack



Coventry City Council

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To all Members of the Communities and Neighbourhoods Scrutiny Board (4)

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21<sup>st</sup> July 2014

Dear Member,

### **Supplementary Agenda – Meeting of the Communities and Neighbourhoods Scrutiny Board (4) - Wednesday, 23rd July, 2014**

The papers for the above meeting were circulated on 15<sup>th</sup> July 2014. At the time of publication, there was one report which was not available. This document has now been received and is attached to this letter. Please include it with your papers for the meeting.

- **Agenda Item 4. 20MPH ZONES AND 20MPH SPEED LIMIT PRIORITISATION CRITERIA (Pages 3 - 12)**

Report of the Executive Director, Place

If you have any queries, please do not hesitate to contact me.

Yours sincerely

Mathew Rossi  
**Governance Services Officer**

**Membership:** Councillors M Auluck, M Hammon, L Harvard, T Khan, C Miks, K Mulhall, B Singh (Chair), D Skinner and R Thay



INVESTOR IN PEOPLE

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Communities and Neighbourhoods Scrutiny Board (4)  
Cabinet Member (Public Services)

23 July 2014  
29 July 2014

**Name of Cabinet Member:**

Cabinet Member (Public Services) – Councillor Lancaster

**Director Approving Submission of the report:**

Executive Director, Place

**Ward(s) affected:**

All

**Title:**

Report – 20mph zones and 20mph speed limit prioritisation criteria

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**Is this a key decision?**

No

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**Executive Summary:**

The City Council receives many petitions advising of road safety concerns and requesting 20mph zones or 20mph speed limits. Historically these types of scheme have been introduced as Local Safety, Perceived Safety or Safer Routes to Schools schemes.

There is no adopted policy for dealing with 20mph related requests and their prioritisation other than the safety scheme process.

On 9<sup>th</sup> July 2013 the Cabinet Member (Public Services) considered a petition requesting a 20mph speed limit and in response requested the Public Services, Energy and Environment Scrutiny Board (4) consider and make recommendations on how to assess and prioritise requests for 20mph zones and 20mph limits outside of the safety scheme process.

The Public Services, Energy and Environment Scrutiny Board (4) established a Task and Finish Group to undertake this work and make recommendations. Cabinet Member (Public Services) committed to these recommendations at the meeting of 25<sup>th</sup> March 2014.

These recommendations have been utilised to create a prioritisation criteria for 20mph zone and speed limit requests.

This report sets out the proposed prioritisation criteria.

A budget of £125,000 has been allocated from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan for 20mph zones in 2014/15.

## **Recommendations:**

The Communities and Neighbourhoods Scrutiny Board (4) are recommended to consider the proposals contained in the report and to pass on any comments to the Cabinet Member (Public Services).

The Cabinet Member (Public Services) is recommended to:

- i) Consider any comments/recommendations made by the Communities and Neighbourhoods Scrutiny Board (4)
- ii) Approve and adopt the proposed prioritisation criteria for 20mph zones and 20mph speed limits
- iii) Approve that existing traffic calmed areas are made in to 20mph zones, where appropriate up to a value of £50,000
- iv) Request, if approved, the prioritisation criteria is utilised to produce a programme for the introduction of new 20mph zones and 20mph speed limits and reported back at a future meeting.
- v) Approve that a programme of speed checks is undertaken up to a value of £25,000
- vi) Approve the monitoring of schemes using speed and personal recorded injury collision data.

## **List of Appendices included:**

Appendix A - Public Services, Energy and Environment Scrutiny Board (4) recommendations  
Appendix B - 20mph zones and 20mph speed limit prioritisation criteria

## **Other useful background papers:**

Public Services, Energy and Environment Scrutiny Board (4) Briefing note, copy available on [moderngov.coventry.gov.uk](http://moderngov.coventry.gov.uk).

Date: 26 February 2014. Title: 20mph zones and limits – Recommendations from Task and Finish Group

Cabinet Report, copy available on [moderngov.coventry.gov.uk](http://moderngov.coventry.gov.uk).

Date: 4 March 2014. Title: 2014/15 Transportation and Highway Maintenance Capital Programme

Cabinet Member (Public Services) Report, copy available on [www.coventry.gov.uk/moderngov](http://www.coventry.gov.uk/moderngov)

Date: 25 March 2014. Title: 20mph zones and limits – Recommendations from Task and Finish Group

## **Has it been or will it be considered by Scrutiny?**

No but the issue of 20mph has been considered by a 'Task and Finish Group'

## **Has it been or will it be considered by any other Council Committee, Advisory Panel or other body?**

No

## **Will this report go to Council?**

No

**Report title:**

Report – 20mph zones and 20mph speed limit prioritisation criteria

**1. Context (or background)**

1.1 On 9th July 2013 the Cabinet Member (Public Services) requested the Public Services, Energy and Environment Scrutiny Board (4) consider and make recommendations on how to assess and prioritise requests for 20mph zones and limits outside of the safety scheme process. Recommendations have been made and committed to by the Cabinet Member (Public Services). These have utilised to create prioritisation criteria for 20mph zone and 20mph speed limit requests.

**2. Options considered and recommended proposal**

2.1 There are a number of existing 20mph zones and 20mph speed limits in Coventry. These have been introduced as part of local safety, perceived safety and safer routes to school schemes. The City Centre is also a 20mph zone.

2.2 Often petitions are received advising of road safety concerns and requesting the introduction of 20mph zones. Speed checks are undertaken in response to these concerns and used to determine whether the location could be considered as part of a perceived safety scheme. The perceived safety scheme criterion does not include the implementation of schemes on roads, subject to a 30mph speed limit, where the average speed is less than 28mph. In some instances the low speeds recorded are within the guidance for reducing a speed limit to 20mph, however there has not been available funding allocated to implement a scheme which is outside the perceived safety scheme criteria.

2.3 In response to this issue, as there is no adopted policy for dealing with 20mph related requests and prioritisation other than the safety scheme process, Cabinet Member (Public Services) requested Public Services, Energy and Environment Scrutiny Board (4) consider the matter and make recommendations. This work has been undertaken and the recommendations made committed to at the Cabinet Member (Public Services) meeting of 25<sup>th</sup> March 2014. These recommendations are detailed in Appendix A

2.4 The commitment to the aspiration that Coventry becomes a 20mph city was approved, due to the road safety benefits associated with lower speeds, and a proposed implementation plan requested.

2.5 There are a number of existing 20mph zones in Coventry and this continues to increase with the safety scheme programme. One option considered is to continue to introduce 20mph zones in this way.

2.6 Not all roads are suitable for a 20mph zone or 20mph limit, for example it would not be appropriate to reduce the speed limit to 20mph on the A45. Therefore an option considered to assist with the aspiration of Coventry being a 20mph City is to identify the areas where 20mph zones or 20mph limits could be introduced, subject to some areas requiring traffic calming features, such as road humps or road narrowings, and prioritise the areas for an implementation programme. This is the recommended option.

2.7 To facilitate 2.6 above it is proposed that a plan is produced identifying the existing 20mph zones, traffic calmed areas which are not currently 20mph and potential future 20mph zones. Once the potential zones are identified these would be prioritised. The prioritisation method could be reviewed in future years as more schemes are implemented and monitoring is undertaken.

- 2.8 It recommended that those areas identified which are traffic calmed, but not currently 20mph are made 20mph zones as part of the first phase of works. This would be in accordance with recommendation 7 made by Public Services, Energy and Environment Scrutiny Board (4), which is to ensure the most cost effective use of resources. It is recommended that up to £50,000 of the available budget is used for this purpose.
- 2.9 It is recommended that the potential 20mph zone /20mph limit areas are prioritised using a point system; the criteria proposal has been developed from the recommendations made by Public Services, Energy and Environment Scrutiny Board (4). One of the recommendations was to initially prioritise schools and accident hotspots, therefore these have the highest weighting. The proposed prioritisation criteria is detailed in Appendix B
- 2.10 If the prioritisation criteria is approved and adopted, this will be applied to the potential 20mph areas and a programme developed for implementation, subject to funding being available.
- 2.11 It is recommended that a programme of monitoring is set up utilising recorded personal injury collision data and speed checks before and after the implementation of schemes.

### **3 Results of consultation undertaken**

- 3.1 No consultation has been undertaken to date. However, the process of implementing a 20mph zone/speed limit requires statutory advertisement of the proposals.

### **4 Timetable for implementing this decision**

- 4.1 If approved any identified existing traffic calmed areas which are suitable to be made 20mph zones will be implemented by March 2015 (subject to the legal procedure for introducing changes to speed limits)
- 4.2 If the proposed prioritisation criterion is approved, this will be applied immediately to provide a potential programme of introducing 20mph schemes and a report submitted to Cabinet Member (Public Services) at a future meeting.

### **5. Comments from Executive Director, Resources**

#### **5.1 Financial implications**

If the introduction of 20mph zones/20mph speed limits is agreed, the cost of undertaking speed counts, introducing any proposed Traffic Regulation Orders and traffic calming features will be funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan. A budget of £125,000 has been approved for 2014/15.

#### **5.2 Legal implications**

The Road Traffic Regulation Act 1984 allows the Council to vary speed limits by making a Traffic Order.

In accordance with Section 122 of the Road Traffic Regulation Act 1984, when considering whether it would be expedient to make a traffic order the Council is under a duty to have regard to and balance various potentially conflicting factors e.g. the convenient and safe movement of traffic (including pedestrians), adequate parking, improving or preserving local amenity, air quality and/or public transport provision.

There is an obligation under the Road Traffic Regulation Act 1984 to advertise our intention to make Traffic Orders and to inform various stakeholders, including the Police and the public. The Authority is obliged to consider any representations received. If representations are received these are considered by the Cabinet Member (Public Services).

The Highways Act 1980 allows the Council to introduce physical features onto a road (e.g. road humps, traffic calming etc.) which can be used in conjunction with a 20 mph zone/limit subject to statutory consultation/public notice and considering any objections received.

The 1984 Act provides that once a Traffic Order has been made it may only be challenged further via the High Court on a point of law (i.e. that the Order does not comply with the Act for some reason).

## **6. Other implications**

### **6.1 How will this contribute to achievement of the Council's key objectives / corporate priorities (corporate plan/scorecard) / organisational blueprint / Local Area Agreement (or Coventry Sustainable Community Strategy)?**

The implementation of 20mph zones would contribute to the City Council's objectives of

- ***A safer and more confident Coventry***- by reducing speed limits
- ***Making Coventry's streets, neighbourhoods, parks and open spaces attractive and enjoyable places to be*** - by reducing the speed of traffic through neighbourhoods

### **6.2 How is risk being managed?**

None

### **6.3 What is the impact on the organisation?**

None

### **6.4 Equalities / EIA**

No formal equalities impact assessment has been carried out. However, it is not expected that there will be any disadvantage to persons with disabilities or any other relevant characteristics if changes to speed limits are introduced. The implementation of 20mph zones should assist to improve the safety of all road users.

### **6.5 Implications for (or impact on) the environment**

None

### **6.6 Implications for partner organisations?**

None

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Place

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Paul Boulton	Head of Traffic and Transportation	Place	26.06.2014	18.07.2014
Andrew Jackman	Deputy Group Manager (Traffic and Transportation)	Place	26.06.2014	26.06.2014
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Finance: Graham Clarke	Lead Accountant	Resources	26.06.2014	26.06.2014
Legal: Mark Smith	Senior Solicitor	Resources	26.06.2014	26.06.2014
Members: Cllr Lancaster	Cabinet Member (Public Services)		26.06.2014	11.07.2014

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[moderngov.coventry.gov.uk](http://moderngov.coventry.gov.uk)



## **Appendix A – Public Services, Energy and Environment Scrutiny Board (4) recommendations**

The Task and Finish Group recommend that the Cabinet Member (Public Services):

1. Commits to the aspiration that Coventry becomes a 20 mph city and develops a clear policy framework to promote the consistent implementation of 20 mph zones and limits across the city;
2. Identifies resources in the capital programme as part of the Integrated Transport Block budget setting process to support the phased implementation of 20 mph speed restrictions;
3. Ensures that all funding opportunities should be pursued to support implementation including local, regional, national and European sources that fund other objectives such as public health, recognising the widespread benefits beyond safety of the introduction of lower speeds;
4. Develops a clear set of objectives to be delivered through the implementation of 20mph zones and limits to include reductions in speeds, accidents, air pollution, health inequalities, noise and increases in cycling, walking, environmental quality and local economic activity and be clear how they help deliver transport and other wider policy priorities for the city;
5. Develops an effective monitoring and evaluation framework for new schemes to ensure that identified objectives are being met and the outcomes used to inform further implementation;
6. Develops a prioritisation framework for the roll out of 20 mph restrictions across the city, initially prioritising schools and accident hotspots;
7. Ensures the most cost effective use of resources in the planning of the phased implementation, introducing areas in the most efficient way to reduce costs and minimise signage;
8. Develops a strategy for widespread consultation on the proposals to ensure key stakeholders have the opportunity to contribute to the proposals and approach;
9. Develops a clear engagement and education strategy to ensure the rationale for the proposals are widely understood and supported.

**Appendix B – Proposed Prioritisation Criteria for 20mph zones/ 20mph limits.**

The proposed prioritisation criteria for the implementation of 20mph zones/ 20mph limits utilises objectives highlighted by Public Services, Energy and Environment Scrutiny Board (4) and provides a weighted point system:

	Criteria	% of available points	Recommendation(s)
1	Schemes which will reduce number of injury collisions	25	4, 6
2	Existing recorded weekday average speed	10	4,7
3	Social deprivation index	10	4
4	Pupil numbers within proposed 20mph area	25	4, 6
5	Petition(s) received	10	4
6	Cost	10	7
7	Cycling encouragement	10	4

**Scoring for prioritising potential 20mph zone /20mph speed limit scheme areas**

1. Schemes which will reduce the number of personal injury collisions.  
If a scheme has any personal injury collisions they will be considered as follows:

No of recorded injury collisions	Points
25+	25
21-25	20
11-20	10
1-10	5
0	0

2. Schemes which meet the national guidelines for a 20mph limit (without the need for physical traffic calming).

Existing ave. speed (mph)	Points
20-24	10

3. Schemes to address health inequality. The Social deprivation index will be used to give higher priority to areas with higher levels of deprivation

Deprivation Index	Points	Deprivation Index	Points
>2	0	6	6
2	2	7	7
3	3	8	8
4	4	9	9
5	5	10	10

4. Schemes around schools

The number of children in the area will be considered in terms of pupil numbers.

Number of pupils	Points
Up to 500	1 point per 100 pupils
501 to 1500	10
1501 to 2999	15
3000 to 4000	20
Over 4000	25

1 point per 100 pupils (maximum of 25 points)

5. Schemes requested by petition.

Petitions assist to highlight concerns of residents; the introduction of a 20mph scheme should assist with the core aim of a safer more confident Coventry

Number of signatures	Points
Up to 100	3
Up to 250	5
Over 250	10

6. Potential scheme costs.

Lower costs schemes assist with introducing cost effective measures

Potential scheme cost	Points
£10,000 or less	10
£20,000 or less	5
£40,000 or less	2
Over £40,000	0

7. Schemes which will encourage cycling and or walking

Schemes with existing or proposed cycle routes linked to Coventry's cycle network - 10 points

**Total maximum points = 100**

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