



To

Public Services, Energy and Environment Scrutiny Board (4)

Date

26 February 2014

Subject

20 mph zones and limits – Recommendations from Task and Finish Group

1 Introduction

- 1.1 The City Council is experiencing increasing demand for the introduction of 20 mph zones and limits around residential areas and schools. This demand is largely arising from community concerns about road safety.
- 1.2 The current Cabinet Member (Public Services) and the former Cabinet Member (City Services) have considered a number of petitions requesting the introduction of 20 mph zones or limits at various locations around the City. Historically these have been considered as individual requests through the Local Safety Scheme, Perceived Safety Scheme or Safer Routes to School programmes and a number have been implemented.
- 1.3 However, there is no adopted policy for dealing with requests outside of the safety scheme process or for prioritising them.
- 1.4 On 9 July 2013, the Cabinet Member (Public Services) considered a petition requesting that a 20 mph speed limit be introduced on residential roads in Whitley. In the light of the lack of a policy or framework against which to consider such requests, the Cabinet Member decided to ask the Public Services, Energy and Environment Scrutiny Board (4) to consider this matter and make recommendations on how to assess and prioritise requests for 20 mph zones and limits.
- 1.5 At its meeting of 17 September 2013, the Public Services, Energy and Environment Scrutiny Board (4) agreed to this request and established a Task and Finish Group to carry out this work.

2 The Current Position in Coventry

- 2.1 There are already 41 traffic orders covering 251 roads in place across Coventry for 20 mph zones and limits. These have been implemented for a variety of reasons:
 - As part of local or perceived safety schemes
 - As part of Safer Routes to School schemes
 - As traffic management schemes
 - On new estates
- 2.2 Appendix A contains a list of current traffic orders. The first order was implemented in Hillfields in 1996 as an Experimental Traffic Order and was made permanent in 1997.

3 Other Local Authorities

- 3.1 The first 20 mph zones were opened in Norwich, Kingston-upon-Thames and Sheffield in January 1991 to address the problem of child pedestrian casualties in and around residential areas. A monitoring study in 1996 revealed reductions in accidents speeds and less cyclists being injured (20 mph Zone Research by Department for Transport 2009).
- 3.2 The demand for 20 mph zones has accelerated recently in the UK with Campaign Groups such as “20s Plenty” being established specifically to raise awareness of this issue and increasingly local authorities are implementing 20 mph speed restrictions. Appendix B contains a summary of the approaches being taken by a number of local authorities across England – for example Birmingham City Council has decided to implement this as a default on 90% of its roads – and also includes some preliminary results.

4 National Guidance

- 4.1 The Department for Transport Circular 01/2013 *Setting Local Speed Limits*¹ provides part of the framework within which local authorities can set speed limits on their roads below the national limit.
- 4.2 Under the heading “Priorities for Action”, the guidance asks traffic authorities *“to consider the introduction of more 20 mph limits and zones, over time, in urban areas and built-up village streets that are primarily residential, to ensure greater safety for pedestrians and cyclists”* using criteria set out in the document.
- 4.3 The guidance also states that while the standard speed limit in urban areas is 30 mph, representing a balance between mobility and safety factors, *“for residential streets and other town and city streets with high pedestrian and cyclist movement, local traffic authorities should consider the use of 20 mph schemes”*.
- 4.4 The guidance sets out the potential benefits of introducing lower speed limits, the circumstances when they should be considered, the practical measures that can be used to implement them and the approaches that can be taken to enforcement.
- 4.5 Changes to speed limits can either be introduced on single roads or in a zone. The introduction of a 20 mph limit or zone requires a traffic order to be advertised and any objections would be considered by the Cabinet Member (Public Services). Alternatively, part-time advisory 20 mph speed limits can be used (usually around schools), although these are not enforceable.
- 4.6 Regulations state that a 20 mph zone must have traffic calming measures or repeater signs / markings no more than 100 metres apart. However, in the case of Coventry City Centre, special approval has been given so that these are not required and the Department for Transport is working with the City Council in monitoring the effectiveness of this zone.
- 4.7 The guidance in “Setting Local Speed Limits” advises Traffic Authorities that 20 mph speed limits or zones should be considered where mean speeds are already at or below 24 mph. This is because a higher level of compliance can then be expected with a new 20 mph limit.

¹ Department for Transport Circular 01/2013 *Setting Local Speed Limits*
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/63975/circular-01-2013.pdf

5 The Work of the Group and Options considered

- 5.1 The Task and Finish Group comprised Councillors Andrews, Bains, T. Khan, McNicholas, and Thay. The terms of reference for the group is set out at Appendix C. The Group met four times between November 2013 and February 2014.
- 5.2 The Group reviewed information on the application of 20 mph restrictions in other local authority areas. They also devoted two of their meetings to hearing evidence from and asking questions of a number of organisations with an interest in the application and management of 20 mph zones and limits. These were:
- 20's Plenty Campaign (James Avery)
 - Coventry Cycling Campaign (George Riches)
 - West Midlands Police (Chief Inspector Kerry Blakeman, Force Operations Traffic)
 - Alliance of British Drivers (Malcolm Heymer)
 - Centro (Jake Thrush, Transport Strategy Manager)
 - Public Health (Berni Lee, Public Health Consultant)
- 5.3 The Group considered a wide range of issues and view points and some of the key areas discussed are summarised below.
- 5.4 The Group were persuaded by the benefits of a widespread introduction of 20 mph across the city and recommended that the Council set this out as an aspiration. The Group considered the City Council's current approach which is to deal with 20 mph restrictions on a case by case basis – some community led and others linked to initiatives such as cycling or safer routes to school. The Group concluded that the introduction of a **policy framework to promote the consistent implementation of 20 mph speed restrictions** would reduce the potential for inconsistencies and make the position much clearer for road users in the city which will play an important part in engagement and enforcement. This framework should identify relevant exceptions such as A and B class roads and some other local distributor roads. (Recommendation a)
- 5.5 The Group heard that, to date, the implementation of 20 mph schemes in Coventry has been funded from a variety of sources such as local safety and perceived safety schemes or other initiatives to promote cycling and safer routes to school. They recognised that work will be required to identify the costs of funding a city wide approach and the timing and phasing of work will need to be considered carefully. However, the Group supported the proposal that **resources be identified in the Capital Programme as part of the Integrated Transport Block budget setting process** to enable this work to start. The Group heard that the potential benefits from the introduction of 20 mph speed restrictions are widespread and go beyond speed reduction and safety (see paragraph 5.6 below) and recommended that **all funding opportunities should be pursued to support implementation** including local, regional, national and European sources addressing areas such as environment and public health to match Council resources. (Recommendations b and c)
- 5.6 The group reviewed evidence from other schemes and analysis from a range of sources. They observed that schemes have been implemented in different ways and in different conditions which make it difficult to draw direct comparisons. In addition, they observed that some organisations have interpreted data differently and drawn varying conclusions on the nature and scale of their impact. However, the Group identified a range of positive outcomes from local and national initiatives. They stressed the importance of having a **clear set of objectives** for the introduction of 20 mph schemes and that when these are being developed they should be set in the context of both the Council's overall vision for Coventry and priorities for transport; the policy framework that is developed should be clear about how the objectives can contribute to these wider priorities. In addition to reducing speed and improving safety, the Group reviewed evidence that the introduction of 20 mph

speed restrictions could make a positive contribution to a wide range of priorities including reduction of air pollution, health inequalities and noise and increases in cycling, walking, environmental quality and local economic activity and that these should be built into the approach. (Recommendation d)

- 5.7 Members recommend that an **effective monitoring and evaluation framework** should be put in place to ensure that the identified objectives are being met. This will need to address the contribution this approach is making to wider outcomes, not just speed and accident reduction. Given that the roll out of the 20 mph approach across the city will be carried out over a period of time, this will also allow the learning from the early phases to inform later implementation. In addition, Members recognised that for the 20 mph speed restrictions to be successful requires local people and visitors to understand and support the objectives. Clear evidence of the impact of the early phases will help in this. (Recommendation e)
- 5.8 Limitations on financial and practical resources mean that a city wide approach will take several years to deliver and the Group recommend that a **prioritisation framework** for the roll out of 20 mph restrictions is needed. They identified a number of factors that could form part of the framework and recommend that school zones and accident hotspots should be prioritised in the first instance. Members also spent some time considering evidence from stakeholders and guidance from the Department for Transport that speed limits should be set appropriately for the road conditions which will encourage drivers to comply. If the initial phases are seen to be successful and widely observed, then this will help ensure that later stages are well supported. Other factors that could help the longer term success of the initiative for consideration in the prioritisation framework could include locations that would provide maximum geographical coverage e.g. dense urban areas which would require the least amount of signage or physical measures and residential areas where requests have been received by local communities. Ensuring that phases link effectively to other planned complementary schemes such as those to promote cycling and walking will also help maximise impact. While recognising the legal framework which exists around the notification and signage of 20 mph restrictions, the Group requested that in planning the phased implementation, this is done in the **most efficient way to reduce costs and minimise signage**. (Recommendations f and g)
- 5.9 A city wide 20 mph approach marks a significant change from the current position and will require **widespread consultation** with local people and businesses to ensure that they can influence the proposals and the way they are implemented. (Recommendation h)
- 5.10 The Group heard evidence from all stakeholders that the success of schemes (and a key element of avoiding the need for costly physical measures or enforcement activity) relies on the buy in of local people. The Group reviewed evidence from stakeholders and guidance from the Department for Transport about ensuring maximum compliance with 20 mph. The DfT Circular 01/2013¹ states that *“successful 20 mph zones and 20 mph speed limits are generally self-enforcing, i.e. the existing conditions of the road together with measures such as traffic calming or signing, publicity and information as part of the scheme, lead to a mean traffic speed compliant with the speed limit”*. In addition to making sure the speed limits and conditions align, the group heard that success of 20 mph initiatives relied on creating a positive culture which can be achieved by approaches in including: the council and other public bodies ensuring that their own vehicles comply with speed limits; key local people including councillors championing 20 mph; and effective engagement of communities etc.. Members felt that a carefully planned **engagement and education strategy** will be fundamental to ensure the rationale for the proposals are widely understood and supported. (Recommendation i)

6 Recommendations

- 6.1 The Task and Finish Group recommend that the Cabinet Member (Public Services):
- a) 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;
 - b) 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;
 - c) 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;
 - d) Develops a clear set of objectives to be delivered through the implementation of 20 mph 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;
 - e) 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;
 - f) Develops a prioritisation framework for the roll out of 20 mph restrictions across the city, initially prioritising schools and accident hotspots;
 - g) 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;
 - h) Develops a strategy for widespread consultation on the proposals to ensure key stakeholders have the opportunity to contribute to the proposals and approach;
 - i) Develops a clear engagement and education strategy to ensure the rationale for the proposals are widely understood and supported.

7. Next Steps

- 7.1 The Public Services, Energy and Environment Scrutiny Board would welcome the opportunity to review the proposed approach once the detailed work on assessment, monitoring and evaluation has been completed by officers.

Appendix A – 20 mph zones and limits in Coventry

TITLE OF TRAFFIC REGULATION ORDER (TRO)	OPERATIONAL DATE	ROAD	EXTENT	Distance	Comments
City of Coventry (Heath Crescent)(20mph speed limit zone & revocation) Order 2013	25/02/2013	Heath Crescent	From a point 85m north west and west of its junction with Valley Road to a point 10m north of its junction with Wyken Way		extension to existing zone, due to PSS scheme which related to zebra being installed. In addition there was a change (not as part of the scheme) to the school entrance
		Ox Close	Whole Length		
City of Coventry (Station Area)(20mph speed limit zone) Order 2012	16/04/2010	Eaton Road	From its junction with Station Square to a point 11m south of its junction with the circulatory carriageay of Ring Road Junction 6		related to Friargate development, but order installed in connection with request of residents group as advised by Colin Knight
		Manor Road	From its junction with Stoney Road to a point 113 m north and east of its junction with Park Road.		
		Park Road	whole length		
		Station Square	whole length		
		Stoney Road	From its junction with Quinton Road to a point 46m sout west of its junction with Manor Road		
City of Coventry (Links Road)(20mph speed limit zone) Order 2010	24/09/2010	Links Road	From a point 52 metres west of its junction with Jubilee Crescent to a point 12 metres east of its junction with Telfer Road		See also City of Coventry (Jubilee Crescent)(20mph Speed Limit Zone) Order 2005
City of Coventry (Valencia Road Area)(20mph zone) Order 2010	17/09/2010	Sevilla Close	whole Length		
		Valencia Road	whole Length		
		Florence Road	whole Length		
		Lisbon Road	whole Length		
		Calgary Close	whole Length		
City of Coventry (Forfield Road)(20mph zone) Order 2010	15/01/2010	Forfield Road	From a point 47 metres east of its junction with Donnington Avenue to a point 24 metres west of its junction with Evenlode Crescent		
City of Coventry (Pridmore Road Estate)(20mph zone) Order 2009	27/07/2009	Calico Way	Whole Length		
		Cotton Way	whole Length		
		Guild Road	whole Length		
		Maycock Road	whole Length		
		Pridmore Road	From its junction with Kingfield Road to its stopped up end outside 15/17 Pridmore Road		
City of Coventry(Blackberry Lane, Brixham Drive and Langnor Road)(20 mph Zone) Order 2008	23/06/2008	Blackberry Lane	From a point 71 metres east of its junction with Sewall Highway to its western junction with Attwood Crescent	415	
		Brixham Drive	From its junction with Blackberry Lane to a point 39 metres south of its junction with Draycott Road	18	
		Brixham Drive Service Road	Between its junctions with Blackberry Lane and Draycott road	62	
		Langnor Road	Whole Length	50	
City of Coventry(Mitchell Avenue)(20mph zone)Order 2008	02/06/2008	Mitchell Avenue	From it's junction with Charter Avenue until it's cul-de-sac extent	236	
City of Coventry(Wyken Croft) (20mph Zone)Order 2007	28/01/2008	Wyken Croft	From a point 108m southeast of its junction with Wyken Avenue to a point 44m southeast of its junction with tiverton Road	266	
		Wyken Avenue	From its junction with Wyken Croft to a point 25m southwest of this junction	25	
City of Coventry (Far Gosford Street) (20 mph Speed Limit) Order 2007	28/05/2007	Far Gosford Street	From its junction with Vecqueray Street to its eastern junction with Sky Blue Way	367	
		Access Road to rear of Far Gosford Street	Entire Length	117	
City of Coventry(Narberth Way) (20 mph Speed Limit Zone) Order 2007	21/05/2007	Anson Way	Whole Length	110	
		Calmere Close	Whole Length	56	
		Caspian Way	Whole Length	64	
		Gillians Wals	Whole Length	65	
		Narberth Way	From 10 metres east of its junction with Radnor Walk to 36 meters east of its junction with Caspian	248	
City of Coventry Anderton Road, Ansell Drive and Grange Road) (20 mph Zone)Order 2006	23/04/2007	Anderton Road	From its junction with Grange Road to a point 24 metres east of that junction	24	
		Ansell Drive	From its junction with Grange Road to a point 65 metres west of that junction	65	
		Grange Road	From a point 100 metres south of its junction with Ansell Drive to a point 10 metres north of its junction with Anderton Road	239	
City of Coventry (The Avenues)(20 mph Speed Limit) Order 2007	16/04/2007	Central Avenue	Whole Length	273	
		East Avenue	Whole Length	183	
		North Avenue	Whole Length	251	
		South Avenue	Whole Length	411	
		West Avenue	Whole Length	168	
City of Coventry (Brays Lane) (20 mph speed Limit Zone) Order 2005	17/07/2006	Brays Lane	From its junction with Walsgrave Road and the service road to 43-73 Binley Road		
City of Coventry (Chace Avenue,	22/05/2006	Capulet Close	Whole Length	70	

TITLE OF TRAFFIC REGULATION ORDER (TRO)	OPERATIONAL DATE	ROAD	EXTENT	Distance	Comments
Dunsmore Avenue and Robin Hood Road) (20 mph speed Limit Zone) Order 2005		Chace Avenue	From its junction with Dunsmore Avenue to a point 55 metres south of that junction	55	
		Dogberry	Whole Length	155	
		Dunsmore Avenue	From its junction with Chace Avenue to a point 15 metres east of that junction	15	
		Robin Hood Road	From its junction with Dunsmore Avenue to a point 160 metres north east of that junction	160	
City of Coventry(Bredon Avenue)(20 mph Zone) Order 2005	22/05/2006	Bredon Avenue	From a point 45 metres south-west of its junction with tom Henderson Close to a point 10 metres north-east of its junction with Bromwich Close	165	
		Bromwich Close	Whole Length	70	
		Bryn Jones Close	Whole Length	84	
		Tom Henderson Close	Whole Length	82	
		Williams McCool Close	Whole Length	18	
City of Coventry (Penny Park Lane and Watery Lane (20 mph Zone) Order 2005	22/05/2006	Penny Park Lane	From a point 167 metres south-west of its junction with Watery Lane to a point 40 metres north-east of that junction.	207	
		Watery Lane	From its junction with Penny Park Lane to a point 21 metres north-west of that junction	21	
City of Coventry (Mount Pleasant Estate) (20 mph Zone) Order 2005	22/05/2006	Athol Road	From its junction with School House Lane to a point 9 metres north of that junction	9	
		Boswell Drive	From a point 40 metres north east of its junction with Hall Lane to a point 235 metres north east of that junction	195	
		Rowcroft Road	Whole Length	210	
		School House Lane	From a point 53 metres north east of its junction with Hall Lane to a point 10 metres east of its junction with Athol Road	157	
City of Coventry (Arbury Avenue Area) (20 mph Speed Limit Zone) Order 2003	28/11/2005	Achal Close	Whole Length	170	
		Astley Avenue	Whole Length	99	
		Barton Road	Whole Length	58	
		Bedlam Lane	Whole Length	188	
		Elmsdale Avenue	Whole Length	440	
		Evelyn Avenue	Whole Length	113	
		Sandown Avenue	Whole Length	77	
City of Coventry (Stoke) (20 mph Speed Limit Zone) Order 2003	28/11/2005	Briton Road	Whole Length	251	
		Dane Road	Whole Length	664	
		Dawes Close	Whole Length	149	
		Roman Road	Whole Length	209	
		Saxon Road	Whole Length	101	
		Welsh Road	Whole Length	99	
		Shakespeare Street	From its junction with Walsgrave Road to its junction with Dane Road. From its junction with Dane Road to a point 25 metres north-west	357	
City of Coventry (Jubilee Crescent) (20 mph Speed Limit Zone) Order 2005	15/08/2005	Catesby Road	From its junction with Jubilee Crescent to a point 42 metres north of that junction	42	
		Cheveral Avenue	From its junction with Jubilee Crescent to a point 38 metres south of that junction	38	
		Jubilee Crescent	Entire length	386	
		Links Road	From its junction with Jubilee Crescent to a point 52 metres west of that junction	52	
		Owenford Road	From its junction with Jubilee Crescent to a point 48 metres east of that junction	48	
City of Coventry (St James' Lane and Middle Ride) (20 mph Speed Limit Zone) Order 2002	11/10/2004	Harcourt	Whole Length	55	
		Jamescroft	Whole Length	122	
		Laneside	Whole Length	179	
		Leyside	Whole Length	56	
		Littlethorpe	Whole Length	63	
		Marlcroft	Whole Length	28	
		Middle Ride	Whole Length	1065	
		Pondthorpe	Whole Length	213	
		Potton Close	Whole Length	337	
		Ridgethorpe	Whole Length	21	
		Sandythorpe	Whole Length	61	
		St James' Lane	Robin Hood Road to Bridgecote	752	
		Upper Park	Whole Length	93	
Winnalthorpe	Whole Length	106			

TITLE OF TRAFFIC REGULATION ORDER (TRO)	OPERATIONAL DATE	ROAD	EXTENT	Distance	Comments
City of Coventry (Yarningale Road Area) (20 mph Speed Limit Zone) Order 2003	01/03/2004	Glamorgan Close	Whole Length	101	
		Linnet Close	Whole Length	70	
		Upper Ride	Whole Length	40	
		Weymouth Close	Whole Length	80	
		Yarningale Road	From its junction with Middle Ride to its western junction with Royal Crescent	837	
City of Coventry (Langbank Avenue) (20 mph speed Limit Zone) Order 2002	03/05/2004	Langbank Avenue	From a point 20 metres east of its western junction with Garth Crescent to a point 35 metres east of its junction with Princethorpe Way	188	
City of Coventry (Yarningale Road Area) (20 mph Speed Limit Zone) Order 2003	01/03/2004	Glamorgan Close	Whole Length	100	
		Linnet Close	Whole Length	68	
		Tintagel Close	Whole Length	194	
		Upper Ride	Whole Length	40	
		Weymouth Close	Whole Length	82	
Yarningale Road	From its junction with Middle Ride to its western junction with Royal Crescent	837			
City of Coventry (Princethorpe Way and Quorn Way) (20 mph Speed Limit Zone) Order 2002	25/08/2003	Princethorpe Way	Between Langbank Avenue and Bruntingthorpe Way	653	
		Quorn Way	Full length	636	
		Joseph Creighton Close	Full length	497	
		Edward Bailey Close	Full length	219	
		William McKee Close	Full length	293	
		Binley Grove	Full length	36	
		Walton Close	Full length	108	
		Nene Close	Full length	103	
		Woodhouse Close	Full length	92	
		Willoughby Close	Full length	76	
City of Coventry (Sadler Road, Barrowdale Close and Bowness Close)(20 mph Speed Limit Zone) Order 2002	17/02/2003	Sadler Road	Whole Length	444	
		Borrowdale Close	Whole Length	150	
		Bowness Close	Whole Length	177	
City of Coventry (Skipworth Estate) Prohibition of Driving and 20 mph Speed Limit Zone) Order 2002	27/01/2003	Braddock Close	Whole Length	77	
		Brewers Close	Whole Length	74	
		Brunton Close	Whole Length	60	
		Bulwick Close	Whole Length	33	
		Camville	Whole Length	175	
		Chelney Walk	Whole Length	100	
		Donnybrook Drive	Whole Length	125	
		Dowley Croft	Whole Length	76	
		Ellis Park Drive	Whole Length	224	
		Franklins Gardens	Whole Length	60	
		Gaulby Walk	Whole Length	36	
		Grimston Close	Whole Length	40	
		Hardwyn Close	Whole Length	39	
		Hargrave Close	Whole Length	128	
		Homeward Way	Whole Length	71	
		Hulme Close	Whole Length	49	
		Kelway	Whole Length	342	
		Kerris Way	Whole Length	38	
		Kingsholm Close	Whole Length	32	
		Kings park Drive	Whole Length	194	
		Kynner Way	Whole Length inc 195 Metres not adopted	329	
		Lyttleton Close	Whole Length	191	
		Middlefield Drive	Whole Length	363	
		Newstead Way	Whole Length inc 30 metres not adopted	83	
		Sheldrake Close	Whole Length	40	
		Skipworth	Between its junctions with Kynner and Brinklow Road	868	
		Soredale Croft	Whole Length	67	
		Stradey close	Whole Length not found Adopted??		
		The Stoop	Whole Length not found Adopted??		
		Tideswell Close	Whole Length	72	
		Twickenham Way	Whole Length	230	
		Tylney Close	Whole Length	81	
		Upperfield Way	Whole Length	57	
City of Coventry (Somerset	07/07/2003	Somerset Road	Whole Length	268	

TITLE OF TRAFFIC REGULATION ORDER (TRO)	OPERATIONAL DATE	ROAD	EXTENT	Distance	Comments
Road/Dorset Road/Newfield Road Area) (20 mph Speed Limit Zone) Order 2001		Dorset Road	Whole Length	202	
		Newfield Road	Whole Length	412	
City of Coventry (Nuffield Road, Mulberry Road and Tackford Road) (20 mph Speed Limit Zone) Order 2001	06/05/2002	Nuffield Road	Whole Length	820	
		Mulberry Road	Whole Length	287	
		Tackford Road	Whole Length	172	
City of Coventry (Dewsbury Avenue) (20 mph Speed Limit Zone) Order 2001	08/04/2002	Dewsbury Avenue	For 260m from its junction with Leamington Road	260	
City of Coventry (Leicester Causeway Area) (20 mph Speed Limit Zone) Order 2001	17/12/2001	George Street	Whole Length		
		Leicester Causeway	Whole Length		
		George Eliot Road	Whole Length		
		Thornhill Road	Whole Length		
		Ena Road	Whole Length		
		Newland Road	Whole Length		
		Bird Grove Court	Whole Length		
		Church Street	Whole Length		
		Little Church Street	Whole Length		
		Russell Street North	Whole Length		
		Eagle Street	From its junction with Springfield Road to its junction with Stoney Stanton Road		
		Harnall Lane	Between Leicester Causeway and Jenner Street		
		City of Coventry (Cheylesmore) (20 mph Speed Limit and Consolidation) Order 2000	23/10/2000	St Christian's Road	
John Grace Street	Whole length from its junction with Mile Lane to its junction with St Christian's Road			174	
Hermit's Croft	Whole length from its junction with The Mount to its junction with St Christian's Road			101	
St Christian's Croft	Whole length from its junction with John Grace Street to its cul-de-sac end			84	
Quarryfield Lane				487	
Cemetery Access Road	Whole length from its junction with Quarryfield			96	
	City of Coventry (Cheylesmore)(20 mph Speed Limit) Order 1997 revoked by this Order				
City of Coventry (Cambridge Street Area) (20 mph Speed Limit) Order 2000	18/09/2000	Cambridge Street	Whole length	351	
		Wright Street	Whole length	211	
		Keppel Street	Whole length	263	
City of Coventry (Redbrick Area) (20 mph Speed Limit) Order 1999	20/03/2000	Barras Lane	From its junction with Waveley Road to its junction with Holyhead Road	134	
		Cumbria Close	Whole length	144	
		Doe Bank Lane	Whole length	140	
		Dover Street	Whole length	40	
		Gloucester Street	Whole length	136	
		Melville Road	Whole length	166	
		Minster Road	Whole length	149	
		Norfolk Street	Whole length	130	
		Northumberland Road	Whole length	313	
		Percy Street	Whole length	63	
		Sherbourne Street	Whole length	116	
		Upper Spon Street	Whole length	235	
		Waveley Road	Whole length	90	
		Windsor Street	From its junction with Meadow Street to its junction with Barras Lane, including the service road on the eastern side	305	
		City of Coventry (Edgwick Area) (20 mph Speed Limit) Order 1998	11/01/1999	Canal Road	
Cross Road	Whole length, from its junction with Foleshill Road to its junction with Stoney Stanton Road				
Edgwick Road	Whole length, from its junction with Cross Road to its junction with Station Street East				

TITLE OF TRAFFIC REGULATION ORDER (TRO)	OPERATIONAL DATE	ROAD	EXTENT	Distance	Comments
		Eld Road	Whole length, from its junction with Cross Road to its junction with Station Street East		
		Princess Street	Whole length, from its junction with Cross Road to its junction with Broad Street		
		St Elizabeths Road	Whole length, from its junction with Eld Road to its junction with Princess Street		
		Station Street East	Whole length, from its junction with Foleshill Road to its junction with Stoney Stanton Road		
City of Coventry (20 mph Speed Limit) (Hillfields Zone 1) Order 1997	29/11/1997	Adderley Street	The whole length from its junction with Aylesford Street to its junction with Jesmond Road.	46	
		Albert Street	The whole length from its junction with Clarence Street to its cul de sac end	153	
		Aylesford Road	The whole length from its junction with Harnall Lane East to its junction with Leigh Street	170	
		Blythe Road	The whole length from its junction with Aylesford Street to its junction with Jesmond Road.	78	
		Cawthorne Close	The whole length from its junction with Aylesford Street to its cul de sac end	172	
		Clarence Street	The whole length from its junction with King William Street to its junction with Leigh Street	326	
		Dysart Close	The whole length from its junction with Clifton Street to its cul de sac ends	242	
		Jesmond Road	The whole length from its junction with Harnall Lane East to its cul de sac end	260	
		Leigh Street	The whole length of Leigh Street from its junction with Aylesford Street to its junction with Clarence Street	204	
		Pensilva Way	The whole length of Pensilva Way from its junction with Aylesford Street to its cul de sac ends	233	
		Priors Harnall	The whole from its junction with Clifton Street to its cul de sac ends	172	
City of Coventry (Stoke Aldermoor) (20 mph Speed Limit) Order 1997	02/03/1998	Acorn Street	The whole length of Acorn Street from its junction with Whiworth Avenue to its junction with The Barley Lea	1086	
		Chatham Close	The whole length from its junction with Whitworth Avenue to its cul de sac end	117	
		Jasmine Grove	The whole length from its junction with The Barley Lea	52	
		Luff Close	The whole length from its junction with The Moorfield to its cul de sac end	145	
		St Catherine's Close	The whole length from its junction with The Barley Lea to its cul de sac end	111	
		Treforest Road	The whole length from its junction with Whitworth Avenue to its junction with The Barley Lea	94	
		The Barley Lea	The length of The Barley from its western junction with The Moorfield to its southern junction with Jasmine Close	240	
		The Bintree	The whole length from its junction with Whitworth Avenue to its junction with The Barley Lea	208	
		The Boxhill	The whole length from its junctions with Whitworth Avenue	342	
		The Cornfield	The whole length from its junctions with Whitwork Avenue	121	
		The Farmstead	The whole length from its junction with The Barley Lea	420	
		The Greenfield	The whole length from its junction with The Bintree to its junction with The Barley Lea	143	
		The Lindfield	The whole length from its junction with Whitworth Avenue to its junction with The Barley Lea	228	
		The Vale	The whole length from its junction with The Farmstead to its junction with Treforest Road	270	
		Whitworth Avenue	The whole length from its junction with Siddeley Avenue to its cul de sac end	142	
		Yew Close	The whole length from its junction with Whitworth Avenue to its cul de sac end	252	
City of Coventry (20 mph Speed Limit) Hillfields Zone 2) Order 1997	29/11/1997	Alexandra Road	The whole length from its junction with King Edward Road to its junction with Coronation Road	151	

TITLE OF TRAFFIC REGULATION ORDER (TRO)	OPERATIONAL DATE	ROAD	EXTENT	Distance	Comments
		Alfred Road	The whole length from its junction with King Edward Road to its junction with Nicholls Street	116	
		Augustus Road	The whole length from its junction with Coronation Road to its junction with Nicholls Street	105	
		Catherine Street	The whole length from its junction with Nicholls Street to its junction with Berry Street	130	
		Coronation Road	The whole length from its junction with Berry Street to its junction with Alfred Road	112	
		Highfield Road	The whole length from its junction with Nicholls Street to its junction with Thackhall Street	319	
		King Edward Road	The whole length from its junction with Harnall Lane East to its junction with Berry Street	97	
		Leopold Road	The whole length from its junction with King Edward Road to its junction with Nicholls Street	155	
		Nicholls Street	The whole length from its junction with Catherine Street to its junction with Harnall Lane East	118	
		Ranby Road	The whole length of Ranby Road from its junction with Nicholls Street to its junction with Swan Lane	390	
		Thackhall Street	That length of Thackhall Street from its junction with Nicholls Street to its junction with Highfield Road a total distance of 79.5 metres	171	
City of Coventry (20 mph Speed Limit) (Hillfields Zone 3) Order 1997	29/11/1997	Britannia Street	The whole length from its junction with Swan Lane to its junction with Paynes Lane	132	
		Grantham Street	The whole length of Grantham Street from its junction with Walsgrave Road to its junction with Britannia Street	145	
		King Richard Street	The whole length of King Richard Street from its junction with Walsgrave Road to its junction with Wren Street	119	
		Lansdowne Street	The whole length from its junction with King Richard Street to its cul de sac end	162	
		Mowbray Street	The whole length from its junction with King Richard Street to its junction with Swan Lane	192	
		Wren Street	The whole length from its junction with King Richard Street to its junction with Britannia Street	77	
City of Coventry (20 mph Speed Limit) (Hillfields Zone 4) Order 1997	29/11/1997	Brook Close	The whole length from its junction with Vernon Close to its cul de sac end	85	
		Days Close	The whole length of Days Close from its junction with Vauxhall Street to its junction with Spring Close	106	
		East Street	The whole length from its junction with Vauxhall Street to its junction with Paynes Lane	102	
		Gilbert Close	The whole length from its junction with Vauxhall Close to its cul de sac end	64	
		Spring Close	The whole length of from its junction with Days Close to its cul de sac end	68	
		Vauxhall Close	The whole length from its junction with Vernon Close to its junction with Gilbert Close	144	
		Vauxhall Street	The whole length from its junction with East Street to its junction with Berry Street	52	
		Vernon Close	The whole length including the turning head from its junction with Vauxhall Street to its junction with Brook Close	145	
		Access Road	The whole length to the rear of Winchester Street from its junction with Vauxhall Street to its cul de sac end	111	

Appendix B – Information from other local authorities

Portsmouth undertook a comprehensive assessment at locations where the Council introduced city-wide 20 mph limits. A decrease of 22% in casualties was seen after implementation.

Hull implemented 20mph zones, based on locations where speed-related collisions were occurring. A decrease in total accidents of 56% was achieved, with fatal and serious collisions reduced by 90%. Pedestrian casualties fell by 54%.

Warrington established three pilot 20 mph speed limit areas for experimental 18 month period at cost of £118,000 (including monitoring). They saw a reduction of 25% in accidents.

Newcastle introduced eight 20 mph speed limit areas for trial to gauge effects of 'sign-only' schemes in 2007. The first three phases showed an accident reduction by 56%.

Liverpool has started a city-wide programme of 20 mph on all roads except A and B roads.

Nottingham has Local Sustainable Transport Fund (LSTF) funding, to be spent by March 2015. Their initial policy had been to implement 20 mph around schools, but are now expanding city wide, including all roads except A and B roads. Sign only 20 mph areas will be introduced citywide over the next two years with an estimated cost of £2million.

Manchester is aiming for safer and more pleasant neighbourhoods. There are three pilot areas, which have been selected based on levels of deprivation. They are currently carrying out informal consultation, including with Rod King of 20's Plenty and with Living Streets. They have recognised that enforcement can be carried out but needs to be targeted. They intend to implement 20 mph schemes on all roads apart from A, B and major C roads. Hoping to introduce three areas by March 2014 and have allocated £500k through public health funding.

Leeds is prioritising locations based on road traffic collision history over the last five years, with one or two schemes planned per year. Casualties have reduced since implementation. They are now filling in gaps, ranking remaining areas according to casualty data.

Sheffield is introducing 20 mph in seven areas of the city, funded from Community Assembly Money. They are aiming for March 2014 completion. Launch events are being planned in the first few areas. Estimated cost city-wide was £4.6 million. Areas will be implemented to coincide with the Highways PFI works, and then prioritised in order of collisions. Public Health provided £10k towards publicity.

Bristol implemented 20 mph in two areas as part of the Cycling City Project. Public support was high and the pilot saw an increase in walking ranging from between 10% and 36% and for Cycling between 4% and 37%, with a reduction in daytime speeds and in accidents. It has a programme of rolling out 20 mph limits to six zones, starting from 2012. They are looking to roll out 20 mph limits over the whole city by March 2015 via LSTF funding.

Birmingham has just concluded a consultation exercise seeking views on proposals to introduce 20 mph limits on about 90% of the city's roads. These would be predominately 'C' class and unclassified roads in mainly residential areas, but also giving consideration to busy high street shopping areas, or around schools, leisure facilities, hospitals and public transport interchanges. They estimate that the programme may cost up to £7m to implement over a period of 5 years funded via the Local Transport Plan Integrated Block allocations, Cycle City Ambition Fund Bid (new bid secured £0.8 million) for 20mph schemes. £1m could be available to support policy roll-out. The value of accident prevention as a result of 20mph city-wide rollout has been estimated to be approximately £5m per year.

Appendix C – Task and Finish Group Scope

Title of Review topic	
20 mph zones policy	
Objectives	
What does the Board/Task and Finish Group hope to achieve by considering the topic?	To consider how requests for 20 mph zones and limits should be assessed and prioritised and their recommendations passed back to the Cabinet Member (Public Services).
What will be the indicators of success?	CM accept recommendations formulated by the T&F group
When will the review be evaluated?	The recommendations to the Cabinet Member should be reviewed for progress 6 months after they have been agreed,
Scope	
What will be included in the scope of the review?	<ul style="list-style-type: none"> • Should residential or school zone areas be prioritised? • Should community concerns sites or locations with a history of personal injury collisions be prioritised? • Should 20 mph be the default speed limit over a wide area? • Could advisory 20 mph limits be used around schools rather than enforceable permanent limits? • Is the use of traffic calming measures such as road humps or build-outs acceptable to encourage drivers to comply with the limit? • How should requests be assessed and prioritised? • Should an annual budget be allocated for introducing 20 mph zones or limits? • How can the effectiveness of 20 mph zones and limits be measured? • Will the Police enforce 20 mph zones and limits? • What do other local authorities do?
What will be excluded from the scope?	Individual cases/petitions, apart from when there are general policy lessons to be learned.
Methodology	
How will the review be carried out? e.g. surveys, site visits, select committees etc.	<ul style="list-style-type: none"> • January 2013 the Department for Transport issued Circular 01/2013 “Setting Local Speed Limits” • RoSPA – 20 mph Zone and Speed Limits • Evidence from 20’sPlenty campaign • Evidence from Cycle Coventry • Local data available • Petitions information • Evidence from officers including public health • Evidence from other partners i.e. police, safety organisations, transport authority etc.
Barriers and Risks	
What are the barriers and risks to the review?	Financial – recommendations may not be possible within current budgetary restrictions. Raised public expectation.

How can these be managed/ overcome?	Ensuring that the costs of any options are taken into account when identifying recommendations. Clear lines of communication.
Equality and Diversity	
Does the review have any potential implications for Equality and Diversity? (race, gender (including transgender), disability, sexual orientation, age, religion or belief, poverty, looked after children)	None identified currently
Timescales and reporting procedure	
List any key dates/events which might impact on the timescales of the review	SB4 – 21/1/14 Any budgetary implications can they be included in the Capital Programme report draft to be circulated 24/1/14 for Cabinet on 5 th March 14
Anticipated number of meetings	3/4
Scrutiny Board portfolio	SB4
Cabinet Member portfolio	CM (Public Services)
Anticipated reporting date to Scrutiny Board	21 January 2014 to ensure that any budgetary implications can be incorporated into the 2014/15 Transportation and Maintenance Capital Programme.
Anticipated reporting route – Cabinet Member/Cabinet	Cabinet Member
Report of.....	Scrutiny Chair
Comms involvement	