



Borough of Telford and Wrekin

Cabinet

3 November 2022

20mph Speed Strategy

Cabinet Member:	Cllr Richard Overton, Deputy Leader and Cabinet Member: Housing, Enforcement and Transport
Lead Director:	Dean Sargeant – Director: Neighbourhood & Enforcement Services
Service Area:	Strategic Transport and Highway Network Management
Report Author:	Matt Powell – Service Delivery Manager: Strategic Transport & Highway Network Management
Officer Contact Details:	Tel: 01952 384649 Email: matt.powell@telford.gov.uk
Wards Affected:	All Wards
Key Decision:	Not Key Decision
Forward Plan:	12 July 2022
Report considered by:	SMT - 11 October 2022 Cabinet - 3 November 2022

1.0 Recommendations for decision/noting:

It is recommended that Cabinet:-

- 1.1 Approve the adoption of the 20mph Speed Strategy as contained in Appendix 1.
- 1.2 Note delivery of 20mph speed limit projects completed to date and those planned for delivery during 2022/23.

20mph Speed Strategy

- 1.3 Delegate authority to the Director: Neighbourhood & Enforcement Services, in consultation with the Deputy Leader & Cabinet Member: Housing, Enforcement & Transport to periodically update the 20mph Speed Strategy as may be required.
- 1.4 Work with partners including Town and Parish Councils, to deliver a Community Speed Watch Programme that will secure over 100 volunteers to assist with monitoring as part of the community speed watch initiative.

2.0 Purpose of Report

- 2.1 The purpose of this report is to seek approval of the 20mph Speed Strategy as contained in Appendix 1 and develop a community speed watch network to support monitoring of such schemes. Installed in the correct location with supporting features where necessary, such speed limits can reduce road traffic collisions and encourage active travel particularly walking/cycling routes to school.
- 2.2 To build on the work completed to date, this strategy has the potential to reduce vehicle emissions and contribute to the Council's Climate Change commitments.

3.0 Background

- 3.1 Telford & Wrekin Council continues to deliver measures to improve road safety for all highway users across the borough. This is alongside continued investment into Safer Routes School projects that has seen over £600,000 invested into providing cleaner, safer walking/cycling routes to school with further £250,000 improvements planned as part of the 'On Your Side' investment.
- 3.2 The Council has delivered forty five 20mph schemes, the majority of these in the past 5 years, with a further six planned as part of the capital programme for the coming 12 months. Majority of these schemes have been delivered in the vicinity of primary and high schools; on approval of the Strategy work will continue to bring such speed limits forward outside schools where possible. In addition, there are seventeen 20mph zones across the borough with work continuing to explore opportunity to deliver further zones in residential areas, such as Brooskide, Leegomery, Sutton Hill and Woodside.
- 3.3 The Council continues to receive requests for installing 20mph speed limits/zones at various locations across the borough. The proposed 20mph Speed Limit Strategy provides a framework for delivering schemes going forward while ensuring assessment against national guidance. Typically, areas considered most suitable for 20mph speed limits/zones include:

20mph Speed Strategy

- Residential roads with an existing speed limit of 30mph where average vehicle speed is 24mph or below;
- Residential roads with schools in the vicinity with evidence of cycle and pedestrian movement;
- Areas where there is a history of recorded injury collisions where speed is considered a contributory factor;
- Existing residential roads that already benefit from physical traffic calming features where average speeds are 24mph or less;
- Residential roads that do not hinder bus operators and emergency service vehicles

3.4 It is generally accepted that 20mph speed limits/zones should include areas consisting of several roads rather than individual streets. However, there are exceptions to this with each location requiring assessment on its own merit.

3.5 Research into 'signed-only' 20 mph speed limits shows that they generally only lead to small reductions in traffic speeds. Signed-only 20mph speed limits are typically most appropriate for areas where vehicle speeds are already low. If the average speed is already at or below 24mph on a road, introducing a 20mph speed limit through signing alone is likely to lead to general compliance with the new enforceable limit.

3.6 Post scheme monitoring and enforcement is a key part of delivering such improvements. Working with the Road Safety Partnership, Town and Parish Councils and volunteers, the Council will seek to co-ordinate the location of speed indicator devices (SID's) and mobile speed enforcement vehicles to support the monitoring and enforcement of new and existing 20mph limits. This will be further enhanced by the Council supporting over 100 community speed watch volunteers as part of the community speed watch programme.

4.0 Summary of main proposals

4.1 The 20mph Speed Limit strategy sets out the criteria and priorities for the delivery of such projects. This report seeks approval of the strategy to support future delivery of 20mph road safety schemes.

5.0 Alternative Options

5.1 The Council as Highway Authority is responsible for providing a safe and accessible highway for all. This strategy, if approved, will provide the basis for future scheme delivery while continuing to support the delivery of measures to improve cycling and walking including Safer Routes to School.

20mph Speed Strategy

- 5.2 The Council could choose not to implement a 20mph speed strategy, however, this reports sets out the basis for the decision to implement one. If the Council did not consider the implementation of 20mph speed zones, there is a risk that it would fail to meet a number of its statutory obligations.

6.0 Key Risks

- 6.1 There is a risk that drivers may not comply with the revised speed limits that are bought forward as part of future schemes. However, this can be mitigated by ensuring that 20mph limits are introduced as set out in the Strategy and in areas that are predominately self-enforcing.
- 6.2 Despite continued investment into measures to improve road safety and cycling/walking measures as part of Safer Routes to School, there is a risk that the transition from vehicles to more sustainable travel may not take place. This can be mitigated through continued engagement and promotion of such improvements alongside dedicated Active Travel Schools Engagement Officer to promote and support children into active/sustainable travel to and from school.

7.0 Council Priorities

- 7.1 The adoption and implementation of the 20mph Speed Strategy will support the following priorities:
- Every child, young person and adult lives well in their community;
 - All neighbourhoods are a great place to live;
 - Our natural environment is protected, and the Council has a leading role in addressing the climate emergency;

8.0 Financial Implications

- 8.1 Capital funding of £125,000 from the On Your Side Programme has been allocated in 2022/23 with a further £125,000 in 2023/24 to deliver Safer Routes to School and builds on previous investment of £600,000. The programme and sites for these schemes are currently being developed.
- 8.2 Capital funding of £140,000 has been allocated for financial year 2022/23 to deliver two schemes that incorporate 20mph schemes in Oakengates and Horsehay. Future schemes will be prioritised and delivered through integrated transport capital funding.

9.0 Legal and HR Implications

- 9.1 The Council in its capacity as Highway Authority has the power under section 84 of the Road Traffic Regulation Act 1984 to make orders imposing a 20mph speed limit. The Department for Transport has set out guidance, in DfT Circular 01/2013,

for Local Authorities to follow in relation to the implementation of 20mph speed limits.

- 9.2 Any changes to existing speed limits will be the subject of the statutory process required for Traffic Regulation Orders (TRO) which will include public notice and formal consultation with statutory bodies such as the Police.
- 9.3 The Council must also comply with the Traffic Signs Regulations and General Direction 2016 (as amended) in relation to the erection and maintenance of speed limit signs. This is particularly relevant when considering enforcement action and convictions for speed offences to be upheld.

10.0 Ward Implications

- 10.1 This strategy covers the whole Borough and sets out how the Council will work in partnership with Town and Parish Council's as well as other organisations in delivering 20mph speed restrictions.

11.0 Health, Social and Economic Implications

- 11.1 Bringing forward 20mph speed restrictions in the right environment correlates with slower speeds that encourage active and sustainable travel with more children likely to walk and cycle to school. Those who may have concerns about cycling can become more likely to cycle than previously providing opportunity for residents to benefit from the council's wider investment into active travel.
- 11.2 Through encouraging more people to walk and cycle in these areas, wider benefits in terms of health and wellbeing can be realised whilst promoting more sustainable travel behaviours.
- 11.3 Poor air quality is the largest environmental risk to public health in the UK as it can cause chronic conditions such as cardiovascular and respiratory diseases as well as lung cancer, leading to reduced life expectancy. It particularly affects the most vulnerable in society: children, older people and those with pre-existing heart and lung conditions.
- 11.4 Road transport is the biggest source of nitrogen oxides (NO_x) in the UK, and is the main source of exposure at the roadside. It also produces particulate matter (PM_{2.5}), volatile organic compounds (VOCs) and sulphur dioxide (SO₂), all known to cause harm.
- 11.5 Road transport in the Borough accounts for 42% of the total NO_x emissions, and 13% / 15% of the total PM₁₀ and PM_{2.5} emissions respectively.
- 11.6 Continued development of 20mph speed limits/zones will not only contribute to the reduction in nitrogen oxides emissions across the borough but also contribute towards the reduction in the amount of harmful air pollutants such as those listed above.

12.0 Equality and Diversity Implications

- 12.1 This strategy has the potential to improve accessibility for all by providing a safer highway which in-turn has the opportunity for safer cycling and walking. In-turn, this will enable all residents to benefit from the councils continued investment into promoting active travel – such as the Silkin Way and A518 Donnington cycleway.
- 12.2 These established alternatives to the car aim to promote, improve and increase the number of journeys completed in the Borough by active sustainable modes of transport.
- 12.3 The proposals are not thought to have any specific impacts on our armed forces community, other than through access to any improved infrastructure that would be available to all.

13.0 Climate Change and Environmental Implications

- 13.1 In June 2019, the UK parliament passed legislation requiring the government to reduce the UK's net emissions of greenhouse gases by 100% related to 1990 levels by 2050. Transport is the single largest contributor to the UK carbon dioxide emissions, representing around 35% of the total emissions. As outlined above, this strategy provides opportunity to reduce vehicle emission while improving road safety to support the transition to cycling and walking.

14.0 Background Papers

- 1 None

15.0 Appendices

- 1 20mph Speed Limit Strategy

16.0 Report Sign Off

Signed off by	Date sent	Date signed off	Initials
Finance	18/10/2022	19/10/2022	PT
Legal	18/10/2022	18/10/2022	RP
Director	07/10/2022	07/10/2022	DRS