

## Report of the Cabinet Member for Highway Management

### 1. Introduction

I have been asked to report to Council by Councillor Shaw as follows:

- update on policy on 20 mph limits in town/village centres.

### 2. Speed Management

Following Cabinet's resolution to support the recommendations of the Scrutiny Committee Speed Task Group in July 2019, a Speed Management Working Group was established. This comprised of Members, Police representatives, and Devon County Council Officers, including representation from the Road Safety Team, Neighbourhood Highways Team, Traffic Management Team, Public Health Team and Comms Team.

Clearly lockdown had a significant impact on workload for Members and officers alike, none the less the group continued to meet virtually on a monthly basis throughout that period.

The Group considered the recommendations and agreed that there was a logical order to address them, some recommendations would go onto inform the next steps. Importantly, with regards Councillor Shaw's question, the outcomes of the Newton Abbot trial would inform future Policy on the setting of 20mph limits.

The group recognise that requests for new 20 mph speed limits continue to be received. It has been recommended to defer implementation of any new 20 mph zones until after the Newton Abbot trial scheme has been completed and reviewed, as the success or otherwise of that scheme will directly impact future policy. It is also important to note that the trial is also demanding a significant budget and officer time to deliver. In the interim period it is proposed to adopt the following policy:

- Any new requests for 20mph limits will be added to a central waiting list.
- Those requests will be reviewed to identify those where other measures may be more appropriate. This review will include speed data surveys as resources permit.
- The 20mph Policy will be reviewed informed by findings from the Newton Abbot trial.
- Requests on the waiting list will be reviewed under the new Policy and implemented dependant on funding and priority.
- Speed limit changes associated with development, capital schemes or where externally funded will be reviewed and implemented on a case

by case basis. For example, it is already policy that residential developments (of over 50 houses) are designed for a 20mph limit.

Therefore, the Newton Abbot trial has been a key focus for the group. With discussion on the extent of the zone and whether or not main arterial routes should be included, as has been seen in similar trials in Bristol, Brighton and part of London. How we should measure the impact of the trial both through Quantitative study of speeds and collisions; and Qualitative study understanding public attitude and behaviour. It is anticipated that initial data gathering and design will commence in the coming months as the network returns to normal and some stability is found.

I have joined the group where possible and am pleased with the progress made. I am aware that the group have prepared a progress report on all the recommendations and I will discuss with the Chair, Councillor Jackie Hook, so that this can be circulated to all Members shortly.

Councillor Stuart Hughes  
Cabinet Member for Highway Management