

Impact Assessment



Assessment of: 20mph projects prioritised for delivery in 22/23

Service: Climate Change, Environment and Transport

Head of Service: Meg Booth

Version / date of sign off by Head of Service: 23 June 2022

Assessment carried out by (job title): Traffic Management Team Manager

1. Description of project / service / activity / policy under review

Proposal to prioritise 20mph projects for delivery in 22/23

2. Reason for change / review

Further to the agreement of a framework for assessing and prioritising requests for 20 mph Speed Limits (20SPLs) at Cabinet in December 2021, the proposal sets out projects prioritised for delivery in 22/23.

The proposal is intended to test whether introducing a default 20SPL will bring increased gains in:

- road safety by reducing the number and severity of collisions
- increased active travel and benefits to public health
- reduced congestion by improving traffic flows

- reduced emissions by encouraging modal shift for local trips by making walking and cycling safer and easier
- increased sense of public safety, making the streets accessible again to vulnerable road users who feel threatened by fast-moving traffic.

In December 2021, Cabinet agreed a framework that would be used to prioritise 20SPL schemes, a copy is included at Appendix 1. This framework prioritises proposals based on the existing policy principles of:

- significant vulnerable road user activity
- mean speeds are low (24mph or below).

The framework includes additional factors to ensure that resource is directed to where there will be greatest benefit, including:

- speed related casualty collision history
- support from the wider community
- active Community Speed Watch
- deprivation index ranking
- existing Air Quality Management area.

In February 2022 all Members were invited to engage with their communities and put together expressions of interest for new 20SPL schemes. Likewise, town & parish councils were invited to engage with their local Members to develop similar expressions of interest. The deadline for submissions was 31st March.

All schemes will be subject to detailed design, costing, and democratic process. They will also be considered via safety audit prior to progression.

The findings of this study will inform future policy on the setting of speed limits in Devon.

3. Aims / objectives, limitations and options going forwards (summary)

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- reduced congestion by improving traffic flows
- reduced emissions by encouraging modal shift for local trips by making walking and cycling safer and easier

- increased sense of public safety, making the streets accessible again to vulnerable road users who feel threatened by fast-moving traffic.

The project has been provided a set budget and it is unlikely that all schemes put forward by elected Members, town 7 parish councils will be able to be progressed this financial year. Therefore the use of a scoring framework will allow schemes to be fairly prioritised in line with available funding.

4. People affected, diversity profile and analysis of needs

Residents, local businesses, or visitors within / or visiting areas subject to new 20mph speed limits.

The review has equal impact across all population profiles and characteristics.

5. Stakeholders, their interest and potential impacts

The review will affect local residents, visitors / shoppers, and local businesses.

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- increased active travel and benefits to public health
- reduced congestion by improving traffic flows
- reduced emissions by encouraging modal shift for local trips by making walking and cycling safer and easier
- increased sense of public safety, making the streets accessible again to vulnerable road users who feel threatened by fast-moving traffic.

Therefore the scheme should have a positive impact on reducing congestion, pollution, improving local air quality, and supporting walked / cycled journeys.

6. Additional research used to inform this assessment

The proposal is informed by local and national Policy on the setting of speed limits, along with benchmarking prioritisation tools used by other Authorities.

7. Description of consultation process and outcomes

In December 2021, Cabinet agreed a framework that would be used to prioritise 20SPL schemes.

Any new schemes will be subject to agreement by Cabinet.

Detailed design of schemes will be developed in liaison with the local Member and subject to Road Safety Audit.

Schemes would be introduced through a legal order, the statutory consultation will be carried out in line with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. This includes a public notice placed in the local press and statutory bodies (e.g. emergency services) being notified of the proposals.

8. Equality analysis

Giving Due Regard to Equality and Human Rights

The local authority must consider how people will be affected by the service, policy or practice. In so doing we must give due regard to the need to: eliminate unlawful discrimination, harassment and victimisation; advance equality of opportunity and foster good relations.

Where relevant, we must take into account the protected characteristics of age, disability, gender, gender reassignment, pregnancy and maternity, marriage and civil partnership, sexual orientation, race, and religion and belief. This means considering how people with different needs get the different services they require and are not disadvantaged, and facilities are available to them on an equal basis in order to meet their needs; advancing equality of opportunity by recognising the disadvantages to which protected groups are subject and considering how they can be overcome.

We also need to ensure that human rights are protected. In particular, that people have:

- A reasonable level of choice in where and how they live their life and interact with others (this is an aspect of the human right to 'private and family life').

- An appropriate level of care which results in dignity and respect (the protection to a private and family life, protection from torture and the freedom of thought, belief and religion within the Human Rights Act and elimination of discrimination and the promotion of good relations under the Equality Act 2010).
- A right to life (ensuring that nothing we do results in unlawful or unnecessary/avoidable death).
- The Equality Act 2010 and other relevant legislation does not prevent the Council from taking difficult decisions which result in service reductions or closures for example, it does however require the Council to ensure that such decisions are:
 - Informed and properly considered with a rigorous, conscious approach and open mind, taking due regard of the effects on the protected characteristics and the general duty to eliminate discrimination, advance equality and foster good relations.
 - Proportionate (negative impacts are proportionate to the aims of the policy decision)
 - Fair
 - Necessary
 - Reasonable, and
 - Those affected have been adequately consulted.

The introduction of new 20SPLs is expected to benefit our communities by:

- reducing the number and severity of collisions, improving road safety
- increased active travel and benefits to public health
- reduced congestion by improving traffic flows
- reduced emissions by encouraging modal shift for local trips by making walking and cycling safer and easier
- increased sense of public safety, making the streets accessible again to vulnerable road users who feel threatened by fast-moving traffic.

<p>Characteristics</p>	<p>Potential or actual issues for this group.</p> <p>[Please refer to the Diversity Guide and See RED]</p>	<p>How will the project / service / policy / activity:</p> <ul style="list-style-type: none"> • eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary. • advance equality (meet needs / ensure access, encourage participation, make adjustments for disabled people, 'close gaps'). • foster good relations between groups (tackled prejudice and promoted understanding), if relevant? <p>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</p> <p>Are you complying with the DCC Equality Policy?</p>
<p>All residents (include generic equality provisions)</p>	<p>With the application of any new SPL communities are likely to see an increase in signage relating to that speed limit.</p>	<p>The introduction of new 20SPLs is expected to benefit our communities by:</p> <ul style="list-style-type: none"> • reducing the number and severity of collisions, improving road safety • increased active travel and benefits to public health • reduced congestion by improving traffic flows • reduced emissions by encouraging modal shift for local trips by making walking and cycling safer and easier • increased sense of public safety, making the streets accessible again to vulnerable road users who feel threatened by fast-moving traffic.
<p>Age</p>	<p>The change does not affect any particular group specifically.</p>	<p>The change does not affect any particular group specifically.</p>
<p>Disability (incl. sensory, mobility, mental health, learning disability, neurodiversity, long term ill health) and carers of disabled people</p>	<p>The change does not affect any particular group specifically.</p>	<p>The change does not affect any particular group specifically.</p>

Characteristics	Potential or actual issues for this group. [Please refer to the Diversity Guide and See RED]	How will the project / service / policy / activity: <ul style="list-style-type: none"> eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary. advance equality (meet needs / ensure access, encourage participation, make adjustments for disabled people, 'close gaps'). foster good relations between groups (tackled prejudice and promoted understanding), if relevant? <p>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</p> <p>Are you complying with the DCC Equality Policy?</p>
Culture and ethnicity: nationality/national origin, ethnic origin/race, skin colour, religion and belief	The change does not affect any particular group specifically.	The change does not affect any particular group specifically.
Sex, gender and gender identity (including men, women, non-binary and transgender people), and pregnancy and maternity (including women's right to breastfeed)	The change does not affect any particular group specifically.	The change does not affect any particular group specifically.
Sexual orientation and marriage/civil partnership	The change does not affect any particular group specifically.	The change does not affect any particular group specifically.

<p>Characteristics</p>	<p>Potential or actual issues for this group.</p> <p>[Please refer to the Diversity Guide and See RED]</p>	<p>How will the project / service / policy / activity:</p> <ul style="list-style-type: none"> • eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary. • advance equality (meet needs / ensure access, encourage participation, make adjustments for disabled people, 'close gaps'). • foster good relations between groups (tackled prejudice and promoted understanding), if relevant? <p>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</p> <p>Are you complying with the DCC Equality Policy?</p>
<p>Other relevant socio-economic factors such as family size/single people/lone parents, income/deprivation, housing, education and skills, literacy, sub-cultures, 'digital exclusion', access to transport options, rural/urban</p>	<p>The change does not affect any particular group specifically.</p>	<p>The change does not affect any particular group specifically.</p>

9. Human rights considerations:

The change does not affect any particular group specifically.

10. Supporting independence, wellbeing and resilience. Give consideration to the groups listed above and how they may have different needs:

In what way can you support and create opportunities for people and communities (of place and interest) to be independent, empowered and resourceful?

The introduction of new 20SPLs is expected to benefit our communities by increased active travel and benefits to public health. There will be an increased sense of public safety, making the streets accessible again to vulnerable road users who feel threatened by fast-moving traffic.

In what way can you help people to be safe, protected from harm, and with good health and wellbeing?

The introduction of new 20SPLs is expected to benefit our communities by increased active travel and benefits to public health. There will be an increased sense of public safety, making the streets accessible again to vulnerable road users who feel threatened by fast-moving traffic.

There is expected to be a reduction in the number and severity of collisions, improving road safety. Congestion is expected to be reduced by improving traffic flows. Emissions are expected to be reduced by encouraging modal shift for local trips by making walking and cycling safer and easier

In what way can you help people to be connected, and involved in community activities?

The introduction of new 20SPLs is expected to benefit our communities by increased active travel and benefits to public health. There will be an increased sense of public safety, making the streets accessible again to vulnerable road users who feel threatened by fast-moving traffic.

11. Environmental analysis

An impact assessment should give due regard to the following activities in order to ensure we meet a range of environmental legal duties. The policy or practice does not require the identification of environmental impacts using this Impact Assessment process because it is subject to (please mark X in the relevant box below and proceed to the 4c, otherwise complete the environmental analysis table):

Devon County Council's Environmental Review Process	
Planning Permission	
Environmental Impact Assessment	
Strategic Environmental Assessment	

	Describe any actual or potential negative consequences. (Consider how to mitigate against these).	Describe any actual or potential neutral or positive outcomes. (Consider how to improve as far as possible).
Reduce, reuse, recycle and compost:	There is no specific impact to this activity	There is no specific impact to this activity
Conserve and enhance wildlife:	There is no specific impact to this activity	There is no specific impact to this activity
Safeguard the distinctive characteristics, features and special qualities of Devon's landscape:	There is no specific impact to this activity	There is expected to be a positive impact on air quality and road safety which will improve public spaces.
Conserve and enhance Devon's cultural and historic heritage:	There is no specific impact to this activity	There is expected to be a positive impact on air quality and road safety which will improve public spaces.
Minimise greenhouse gas emissions:	There is no specific impact to this activity	There is expected to be a reduction in emissions due to reduced vehicle speeds. There is expected to be an increased uptake of walked and cycled journeys due to reduced vehicles speeds. Therefore reliance on private motor vehicles will reduce as will associated emissions. Therefore the project should have a positive impact on reducing pollution and improving local air quality.

Minimise pollution (including air, land, water, light and noise):	There is no specific impact to this activity	There is expected to be a reduction in emissions due to reduced vehicle speeds. There is expected to be an increased uptake of walked and cycled journeys due to reduced vehicles speeds. Therefore reliance on private motor vehicles will reduce as will associated emissions. Therefore the project should have a positive impact on reducing pollution and improving local air quality.
Contribute to reducing water consumption:	There is no specific impact to this activity	There is no specific impact to this activity
Ensure resilience to the future effects of climate change (warmer, wetter winters; drier, hotter summers; more intense storms; and rising sea level):	There is no specific impact to this activity	There is no specific impact to this activity
Other (please state below):	N/A	N/A

12. Economic analysis

	Describe any actual or potential negative consequences. (Consider how to mitigate against these).	Describe any actual or potential neutral or positive outcomes. (Consider how to improve as far as possible).
Impact on knowledge and skills:	None	None
Impact on employment levels:	None	None
Impact on local business:	None	None

13. Describe and linkages or conflicts between social, environmental and economic impacts (Combined Impacts):

No specific links

14. How will the economic, social and environmental well-being of the relevant area be improved through what is being proposed? And how, in conducting the process of procurement, might that improvement be secured?

Main benefits will be in regards of improved road safety and reduced emissions. This will increase uptake of walked and cycled journeys.

15. How will impacts and actions be monitored?

The success of the project will be monitored by the Traffic Management Team, informed by permanent sensors (gathering data relating to speed and mode), Member and customer feedback. The findings will be used to inform future policy on setting of speed limits in Devon.