

20mph projects prioritised for delivery in 2022/23

Report of the Director of Climate Change, Environment and Transport

Please note that the following recommendations are subject to consideration and determination by the Cabinet (and confirmation under the provisions of the Council's Constitution) before taking effect.

Recommendation: that the Cabinet be asked to:

- (a) approve the recommended 20mph schemes for delivery in 2022/23 (pending detailed design, costing, and democratic process);
- (b) delegate the approval of the detailed design for each scheme to the Director of Climate Change, Environment and Transport in consultation with the Cabinet Member for Highway Management and local Member;
- (c) take the content of this report into account when making a decision on the Notice of Motion on the Implementation Process for 20mph Roads and zones under a separate item on the agenda for this meeting.

1. Summary

Further to the agreement of a framework for assessing and prioritising requests for 20 mph Speed Limits (20SPLs) at Cabinet in December 2021, this report sets out projects prioritised for delivery in 2022/23.

At full Council on 26 May 2022 in accordance with Standing Order 6(6) a Notice of Motion on the Implementation Process for 20mph Roads and Zones was referred, without discussion, to the Cabinet for consideration. The Notice of Motion is set out in section 6. Cabinet is asked to consider the content of this report when deciding its recommendation back to Council (under a separate item on this agenda).

2. Introduction

At the time of the December Cabinet meeting the outcomes of the Newton Abbot study were awaited. However, after consultation, the residents of Newton Abbot did not support a community wide 20SPL, nor did they support 20SPLs as a default in residential streets. They did however support 20s outside schools and we are working with Elected Members to develop a study around this.

In December 2021, Cabinet agreed a framework that would be used to prioritise 20SPL schemes, a copy is included at Appendix 1.

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.

In total 105 expressions of interest were received. The Traffic Management Team have reviewed these against the agreed framework and placed schemes in priority order according to the adopted ranking system (See Appendix 2 for the full list of schemes submitted, the top 23 with scores).

At the Cabinet meeting in December 2021 it was resolved that any amendments to the framework be agreed with the Chief Officer for Highways, Infrastructure Development and Waste in consultation with the Cabinet Member for Highway Management. However, after review it was found that the framework allowed for a fair selection of sites and no fundamental changes were required, nonetheless for transparency it is worth noting assumptions used in its application:

- *Collision History*: Members / communities were asked to identify collisions in their scheme area utilising our public online records (<https://www.devoncctraffweb.co.uk/public/collisionmap.html>), these included any recorded collision. The framework noted that “speed related” collisions would be scored, and our team reviewed this component utilising more detailed collision records available from the Police. Scores were updated accordingly.
- *Speed*: The framework identified that current speeds within scheme areas would be considered. Speed data is not available to Members / communities and in most cases historic records did not exist for scheme areas proposed. With over 100 schemes to assess it was not practical to gather new data utilising speed detection radar (SDR) or handheld devices. Therefore, the team have made use of the Highways Analyst product which utilises data from mobile phone signals.

To apply a fair and robust assessment it was decided that the highest flow entry point into a community would give the best feel of driver behaviour as they entered the new proposed 20SPL. For each community 2 entry points were selected for speed assessment, these would be the highest flow / class for the area, i.e. an assessment would be made on an A or B road if included in that scheme.

It is likely that the framework will be refined in any future prioritisation review and any amended framework will be published as part of that work.

3. Proposal

The following sites have been recommended and are included at Appendix 3:

- Tiverton (Mid Devon) – Selected areas
- Ashburton (Teignbridge)
- Atherington (North Devon)
- Winkleigh (Torridge) – Selected area

These sites all were identified as priority sites via the scoring matrix, Tiverton scoring highest points at 15, and Ashburton, Atherington and Winkleigh scoring 14.

In addition to scoring, these sites are recommended for progression as they:

- provide a fair split over the County, covering 4 district areas
- provide a range of environments for study; “A” and “B” roads, schools, residential, commercial, and rural
- can be delivered within the available budget.

If agreed, detailed design will now be progressed in liaison with the local Member. If there is funding available to deliver any further schemes, this will be agreed by the Director of Climate Change, Environment and Transport in consultation with the Cabinet Member for Highway Management and local Member.

As schemes are progressed through design and safety audit, data gathering sensors will be placed in each community to start gathering detailed information on class of vehicle and vehicle speeds. Data gathering will include “before” data prior to the implementation of schemes and “after” data post implementation. This will allow understanding of the impact of the new 20SPLs on both speed and modal choice. Officers will also engage with partner district authorities to investigate air quality monitoring as part of the study.

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

4. Options/Alternatives

A prioritisation framework was established and agreed to determine which schemes should be progressed. Failing to follow the framework could result in schemes being progressed that do not achieve best value, and where the needs and potential benefits are not the greatest.

5. Strategic Plan

The recommendations of this report aligns with the Authority’s Strategic Plan 2021-2025 ([The best place - Strategic Plan \(devon.gov.uk\)/](https://www.devon.gov.uk/strategic-plan)) to address climate change; by reducing carbon emissions by encouraging modal shift for local trips by making walking and cycling safer and easier.

6. Financial and Resource Considerations

Further to a recent Notice of Motion it was requested that

“In light of the level of response to the recent call by DCC for Town and Parish Councils to nominate roads for 20mph speed limits and zones, the Council will seek to investigate, support, and implement at least 50% of the applications in this financial year, and consider the remainder for implementation in 2023/24”

A budget of £100k has been allocated for 20SPLs for 2022/23 through the Local Transport Plan which will provide for schemes as detailed in Section 3.

Cabinet is due to consider the allocation of the 2023/24 Local Transport Plan Integrated Transport Block in the autumn at which time consideration can be made for future funding of 20mph speed limits alongside the other priorities for delivery.

7. Legal Considerations

The proposal is to apply existing county policy with additional scoring mechanism to ensure resource is directed with best effect.

Speed Limits must be set in accordance with the procedures set out in the Road Traffic Regulation Act 1984 (as amended).

The proposed 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.

When making a legal order, it is the County Council's responsibility to ensure that all relevant legislation is complied with. This includes Section 122 of the Road Traffic Regulation Act 1984 that states that it is the duty of a local authority, so far as practicable, to secure the expeditious, convenient, and safe movement of traffic (including pedestrians and cyclists) and provision of parking facilities.

8. Environmental Impact Considerations (Including Climate Change)

It is expected that introducing appropriate 20SPLs will offer a positive environmental impact by helping to create the conditions for increased active travel for local trips by making walking and cycling safer and easier; reduced congestion by improving traffic flows; and reduced emissions by encouraging modal shift.

The inclusion of Air Quality Management areas in the prioritisation framework will assist in targeting areas where there will be gains in this respect.

9. Equality Considerations

Where relevant to the decision, the Equality Act 2010 Public Sector Equality Duty requires decision makers to give due regard to the need to:

- eliminate discrimination, harassment, victimisation and any other prohibited conduct;
- advance equality by encouraging participation, removing disadvantage, taking account of disabilities and meeting people's needs; and
- foster good relations between people by tackling prejudice and promoting understanding.

Taking account of age, disability, race/ethnicity (includes Gypsies and Travellers), gender and gender identity, religion and belief, sexual orientation, pregnant women/new and breastfeeding mothers, marriage/civil partnership status in coming to a decision, a decision maker may also consider other relevant factors such as caring responsibilities, rural isolation or socio-economic disadvantage.

This may be achieved, for example, through completing a full Equality Impact Needs Assessment / Impact Assessment or other form of options/project management appraisal that achieves the same objective.

In progressing this particular scheme/proposal, an Impact Assessment has been prepared which has been circulated separately to Cabinet Councillors and is also available alongside this Report on the Council's website at: [20mph projects prioritised for delivery in 22/23 - Impact Assessment \(devon.gov.uk\)](https://www.devon.gov.uk/20mph-projects-prioritised-for-delivery-in-22-23-impact-assessment), which Councillors will need to consider for the purposes of this item.

It is expected that introducing appropriate 20SPLs will assist in community cohesion and focus resources to areas where there is a higher risk of residents being affected

by road safety matters. By including within the framework, the Index of Mass Deprivation this should help prioritise those areas with greatest need.

10. Risk Management Considerations

All schemes will also be considered via safety audit prior to progression and will be monitored with both before and after data gathered to inform future policy.

No risks have been identified.

11. Public Health Impact

It is expected that introducing appropriate 20SPLs will offer a positive public health impact by helping to create the conditions for increased active travel; improvements in air quality as a consequence of reduced congestion by improving traffic flows; and reduced emissions by encouraging modal shift for local trips by making walking and cycling safer and easier.

12. Conclusions

The proposal represents a fair prioritisation of schemes allowing a meaningful study to be completed utilising budgets currently available.

All schemes will be subject to detailed design and safety audit and there will be liaison with the local elected Member.

The schemes implemented will provide data and information which will enable and inform a review of the proposed system and DCC's 20SPL Policy.

Meg Booth
Director of Climate Change, Environment and Transport

Electoral Divisions: All

Cabinet Member for Highway Management: Councillor Stuart Hughes

Local Government Act 1972: List of Background Papers

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Background Paper	Date	File Reference
Nil		

20mph projects prioritised for delivery in 2022/23 - Final

Appendix 1 to CET/22/23 - 20 mph Assessment System

Name of Community / Location*			
Community Support (via local Elected Member and Local Town/Parish Council)		Pass / Fail	
POLICY COMPLIANCE		Score	Sub Total
Traffic Speed (85th %ile)			
Below 24 mph		4	
25-30 mph		2	
Above 31 mph		0	
Speed Related Injury Collision (3 year record)			
Each Slight		1	
Each Serious		2	
Each Fatal		3	
Vulnerable Road Users / Environment			
School/Playground		1	
Health/Social Care Facility		1	
Community Facility		1	
Footway both sides		-1	
Footway one side		0	
No Footway		1	
Pedestrian crossing		-1	
OTHER FACTORS			
Air Quality Management Areas (AQMA)		2	
Community Speed Watch Scheme		2	
Road Character			
A road		0	
B road		1	
C class road		2	
Unclassified road		0	
Index of Multiple Deprivation			
Decile 1 and 2		5	
Decile 3 and 4		3	
Decile 5 and 6		0	
Decile 7 and 8		-3	
Decile 9 and 10		-5	
Total Score			

*Where multiple sections of highway are proposed for 20SPL, assessment will be made on representative length(s).

Appendix 2 to CET/22/23 - Schemes as Scored

1. Tiverton	15
2. Ashburton	14
3. Atherington	14
4. Winkleigh	14
5. Black Torrington	13
6. Uffculme	13
7. Holcombe Burnell	13
8. Totnes	12
9. Ottery St Mary	12
10. Buckfastleigh	12
11. Cheriton bishop	12
12. Dartington 1	11
13. Halwill	11
14. Lyford	11
15. Exminster	11
16. Lynton and Lynmouth	11
17. Langtree	11
18. Thurlestone	11
19. Lamerton	11
20. Dartington 2	11
21. Dartmouth	11
22. Kingswear	11
23. Sydenham Damerel	11

Communities scoring 10 and under (Alphabetical order)

- Alphington
- Ashford
- Avonwick
- Axmouth
- Aylesbeare
- Bampton
- Bantham
- Beer
- Bere Ferrers
- Berrynarbor
- Bideford (Chanters Road- St Mary's School and Marland special School)
- Bideford (Chanters Road- St Mary's School)
- Bideford (Alverdiscott Road, Outside East-the-Water School)
- Bideford (Outside East-the-Water School)
- Bishops Tawton
- Blackawton
- Bratton Fleming
- Brixton
- Broadhempston
- Chagford
- Churstow A379
- Churchstow (Pump Lane)
- Colaton Raleigh

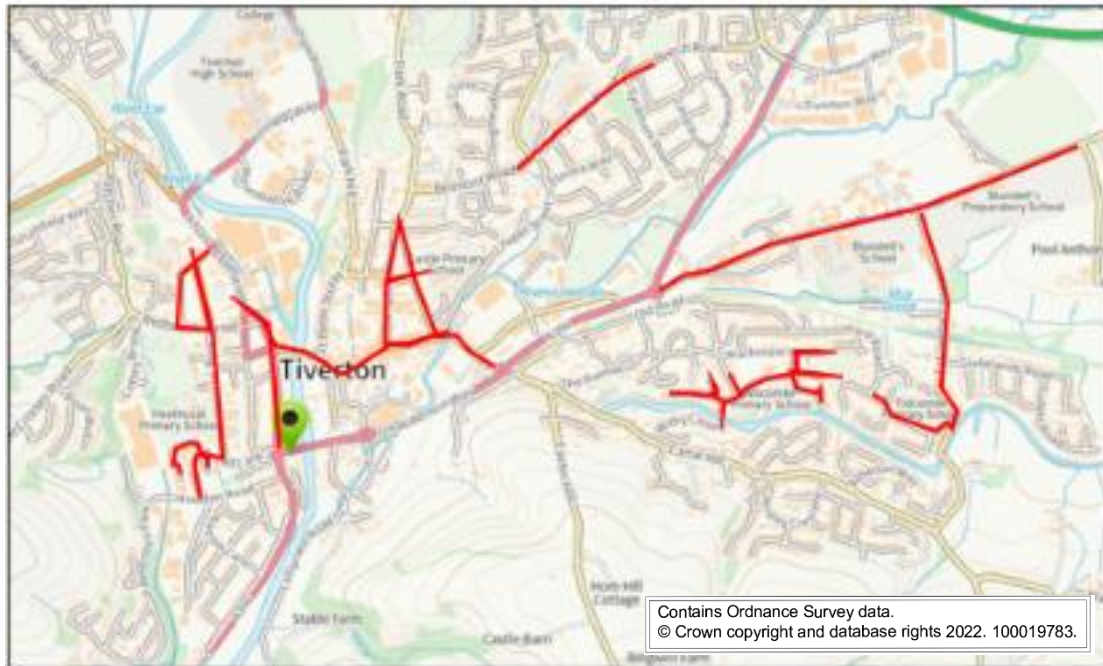
- Colyford
- Colyton
- Combe Martin
- Combpyne
- Dean Prior
- Doddiscombsleigh
- East Budleigh
- Exminster
- Feniton
- Fremington
- Frogmore and Sherford
- Georgeham
- Goodleigh
- Halberton
- Harberton
- Harbertonford (westward extension of 20mph)
- Harbertonford (A381 from filling station to Chapel Lane)
- Harbertonford (along Old Road adjacent to the Primary School)
- Kennerleigh
- Kings Nympton
- Lifton
- Loddiswell
- Lympstone
- Malborough
- Marldon
- Meavy
- Modbury
- Newton Ferrers and Noss Mayo
- Newton Poppleford
- Newton St Cyres
- North Tawton
- Okehampton
- Otterton
- Payhembury
- Perkin's Village
- Rattery
- Shaugh Prior
- Shillingford St George
- Shirwell
- Silverton
- South Milton
- Staverton (Landscape/Woolston Green, include Landscape Primary School)
- Staverton (Memory Cross)
- Staverton (St Christophers School)
- Stokeinteignhead
- Teigngrace
- Thelbridge (Stretchdown)
- Thorverton
- Ugborough
- Uplyme
- Upottery

- Venny Tedburn
- Walkhampton
- West Alvington
- West Buckland
- Woodbury
- Yealmpton
- Yeoford
- Yettington

Appendix 3 to CET/22/23 - Top 4 Scheme Maps

Key:

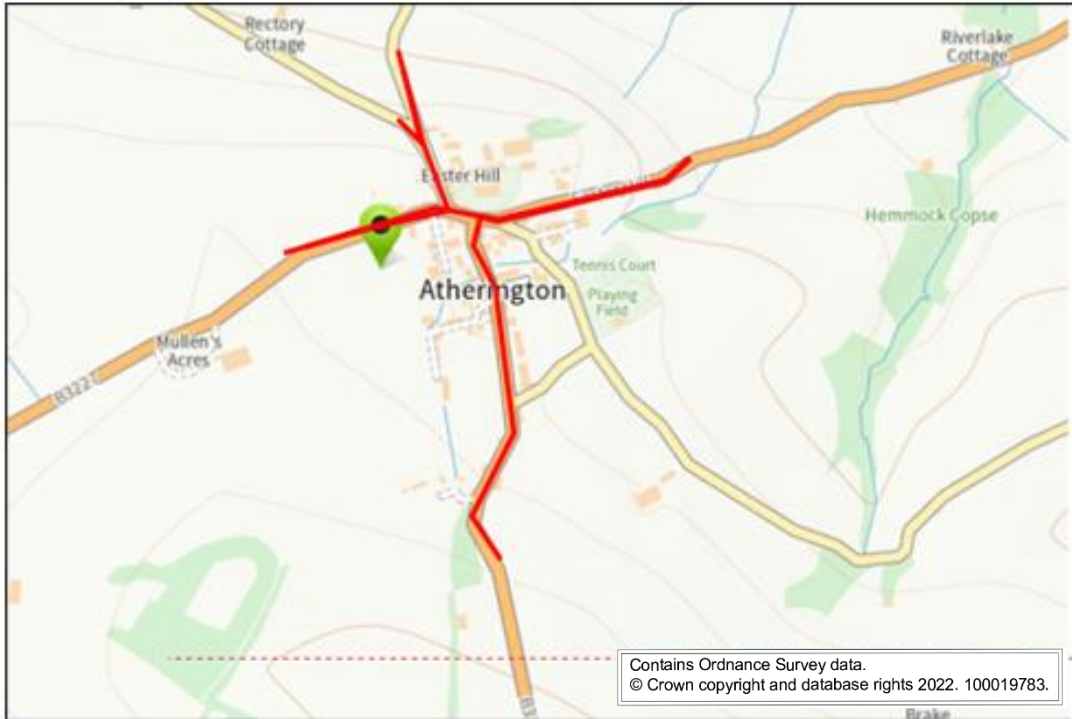
 Extent of 20SPL requested by community



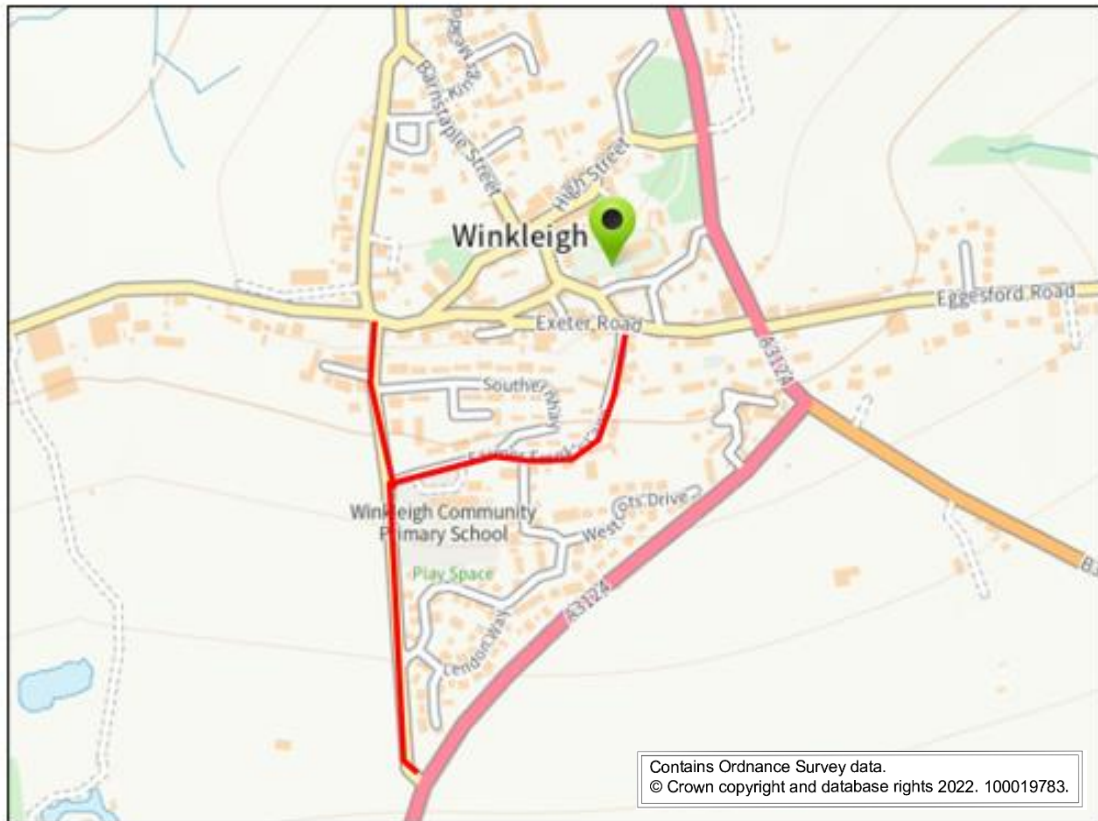
1. Tiverton



2. Ashburton



3. Atherington



4. Winkleigh