

Wiltshire Council

Environment Select Committee

17 February 2014

Executive Response to the Final Report of the 20 mph Policy Task Group

Purpose

1. To present the response of the Cabinet Member for Highways, Streetscene and Broadband to the Final Report of the 20 mph Policy Task Group. (The report was endorsed by the Environment Select Committee on 9 December 2014.)

Foreword

2. The draft policy and consultation report on 20 mph Speed Limits and Zones in Wiltshire was considered by the Environment Select Committee on 10 December 2013. The Committee resolved to set up the Task Group to review and help develop the policy as it was enacted.
3. The remit of the Task Group was not to debate the efficacy of 20 mph restrictions but to review the current Policy as it was enacted. To this end the Task Group set the following terms of reference:
 - I. To explore the adequacy of the current policy with reference to a range of research and witness accounts;
 - II. To review the policy as it was enacted in terms of whether it will enable the delivery of reduced numbers of casualties and increased general road safety; and
 - III. To report back to the Environment Select Committee with recommendations for endorsement.
4. The Task Group had the following membership:
 - Cllr Peter Edge (Chair)
 - Cllr Mollie Groom
 - Cllr Jose Green
 - Cllr Bill Douglas
 - Cllr Rosemary Brown
 - Cllr Magnus MacDonald
5. On 9 December the Environment Select Committee endorsed the Task Group's final report, including the following recommendations:
 - I. Local road safety initiatives, are pursued by communities with the support of C.A.T.Gs (Community Area Transport Group) and Area Boards;

- II. Communities are encouraged to pursue alternative funding, including undertaking their own fundraising to implement schemes that are unable to be catered for by C.A.T.G.s and Area Boards and increasing their precept;
 - III. The report on 20 mph limits outside of schools comes to the Environment Select Committee and be progressed;
 - IV. To allow C.A.T.G.s and Area Boards to facilitate any number of schemes that they believe suits the needs of their communities and makes best use of the existing funds allocated;
 - V. That the Task Group reconvenes in 2017 to review the Policy in light of the research commissioned by the Department for Transport and the impact of amendments to Traffic Regulation Orders which may decrease the cost of implementation.
6. The Committee resolved to refer the Task Group's recommendations to the relevant Cabinet member for response at the Committee's next meeting on 17 February.

Response to the Task Group's recommendations

8. Recommendation I: In effect this already takes place. Where safety concerns are raised but the Highways Safety Scheme intervention criteria are not met then the matter is referred to the C.A.T.G. to consider alongside other local priorities. It is agreed that the C.A.T.G. should have the discretion to support educational campaigns / publicity but this cannot be financially supported using the capital funding available to the C.A.T.G.'s
9. Recommendation II: This is agreed.
10. Recommendation III: This is agreed.
11. Recommendation IV: If this recommendation refers to 20mph restrictions in isolation, then it is not agreed. The cost of the initial assessment of sites is resourced by the Council and there is insufficient resource (staff & financial) available to undertake any more than 2 locations per community area per year.
12. Recommendation V: This is agreed; in addition the policy will be reviewed in light of lessons learned during the first 2 years of use as set out within the policy.

Next Steps:

13. The Task Group will monitor the implementation of the recommendations and will update the Environment Select Committee as required.

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