

Report Title	20mph Prioritisation
Meeting	Furness Locality Board
Meeting Date	17 th April 2024
Report Authors	Victoria Upton, Traffic Management Manager Steph Davis-Johnston, Road Safety Coordinator
Lead Cabinet Member(s)	Cllr Peter Thornton, Cabinet Member for Highways and Assets
Wards Affected	All wards, Westmorland and Furness
Public. Part Exempt, or Fully Exempt	Public
Appendices (if any)	Appendix 1 – Application pack Appendix 2 – Locations based on applications received. Appendix 3 – Proposed scheme list (2024/25)

1. Executive Summary

- 1.1 This report sets out the background to the 20mph policy, applications received and goes through the prioritisation process undertaken. The outcome of the prioritisation process, and a timetable for delivery of the 20mph schemes across Westmorland and Furness are set out. The Locality Board is asked to consider the recommendation which is to approve the first-year programme of schemes for delivery in their respective areas for 2024/2025 and the indicative programme for future years.

2. Recommendations

For the reasons set out in this report, Furness Locality Board is recommended to:

- 2.1 Having invited applications and undertaken a scoring process to consider the locations requested across Westmorland and Furness, it is recommended that the 5 schemes for Furness Locality listed in Appendix 3 attached, consisting of 5 areas for Barrow town, are approved to be progressed to design, consultation, then legal Traffic Regulation Order process and delivery for the first-year of the project in 2024/2025.

Members should note that the Locality Boards for Eden and South Lakeland will need to agree the progression of schemes listed in Appendix 3 for their respective areas.

3. Information: the Rationale & Evidence for the Recommendations

- 3.1 Background

- 3.1.1 20mph schemes has been a priority for the Council since early in its time as Shadow Authority. The 20mph policy was presented to the Highways and Transport Strategic Board at its meeting on 12th September 2023 and agreed, and in doing so the Council has made a commitment to be at the forefront of tackling climate change and the challenges it presents.
- 3.1.2 The introduction of 20mph speed limits aids delivery of the Council Plan and its priorities, including supporting and promoting environmentally friendly forms of travel such as making it easier and safer to walk and cycle in our area.
- 3.1.3 The Department for Transport (DfT) 'Setting Local Speed Limits' circular 01/2013 sets out guidance for implementing 20mph speed limits. The circular 01/2013 was revised in March 2024. The main points of the revised circular are that; *speed limits should be evidenced and self-explaining, seek to reinforce people's assessment of what is a safe speed to travel and encourage self-compliance. Traffic authorities continue to have the flexibility to set local speed limits that are appropriate for the individual road, reflecting local needs and taking account of all local considerations.*
- 3.1.4 Several 20mph schemes have been implemented throughout the Westmorland and Furness area though not in a consistent or strategic way. The policy as set out for 20mph speed limits (signed only) will allow for greater coverage where there is significant local support and appropriate existing environments and speeds, over a condensed timetable.
- 3.1.5 The extents of each scheme will require a Traffic Regulation Order (TRO) to introduce an enforceable 20mph speed limit. Informal consultation will need to be undertaken within the local community in collaboration with Town or Parish Councils to allow consideration and to address any valid concerns.

Following informal consultation, statutory consultation and advertisement of the proposed TRO will be undertaken. A report will be presented to the Westmorland and Furness Locality Board following this stage, highlighting any objections received to enable their decision on implementation. Please note locality boards will receive reports updating on all areas but TROs (Traffic Regulation Orders) will be agreed for only TROs in each respective area i.e. Furness Locality Board will only approve TROs in the Furness locality area.

3.2 Application Process

- 3.2.1 The application pack comprised of an application form, guidance notes and an example prioritisation matrix to aid completion of the form. A copy of the application pack is attached as Appendix 1.

- 3.2.2 The application pack was distributed to Parish and Town Councils in the Westmorland and Furness area via Cumbria Association of Local Councils (CALC) on Monday 4th December 2023. Town and Parish Councils were invited to make an application by Friday 16th February 2024.
- 3.2.3 Simultaneously, a webpage was created to provide further supporting information and several communications were published through social media channels in December to raise awareness of the project. A dedicated email address was created to respond to enquiries and receive and respond to enquiries related to the project.
- 3.2.4 Officers arranged an evening meeting on Wednesday 7th February 2024, via CALC, utilising Microsoft Teams where Town and Parish Council representatives were given the opportunity to ask questions about the policy, the application process and the 20mph speed limit project.

3.3 Applications Received

- 3.3.1 A total of 49 Town / Parish Councils and one Resident Group submitted applications for 20mph schemes. Within some of the 50 applications received, more than 1 location for a 20mph scheme was requested. In total, applications for a reduced 20mph speed limit for 79 locations across the three Locality areas were received. These are detailed within Appendix 2.
- 3.3.2 The prioritisation process considers both the information provided in application forms submitted by Town and Parish Councils, as well as technical assessment of available data and factors affecting deliverability.

This process considers several factors for each unique location, including; the schemes likely contribution to improved road safety and increased road safety for vulnerable people; ability to encourage and support greater active travel; suitability of the extent requested to maximise the impact of a 20mph scheme; indication of level of local support; and scheme deliverability.

- 3.3.3 First sift of the 79 locations identified 11 applications that did not meet the criteria as set out in the policy and application pack and therefore will not be progressed as part of this process.

This can be further clarified as 10 applications where there is not currently a signed speed limit of 40mph or below; and 1 application not supported by the Town or Parish Council.

The 10 applications where there is not currently a reduced speed limit in place will be listed within the locality area schemes list for separate consideration for progressing as a new speed limit or alternative improvement scheme.

- 3.3.4 Barrow Town Council made several discreet applications and, to ensure a strategic approach to expanding on the areas of 20mph speed limits within Barrow Town, separate engagement with the Town Council has begun. As a result, additional areas of the Town are recommended to extend 20mph coverage, as schemes to be progressed throughout the programme of delivery. These will be listed out within the programme as engagement with Barrow Town Council continues.
- 3.3.5 To ensure a strategic approach for Ulverston Town it is recommended that engagement is undertaken with Ulverston Town Council to look at the residential areas that are key to be taken forward. This will enable a programme of delivery for the areas of Ulverston not already covered, to be put together.
- 3.3.6 To enable proposals in some of the other requested locations to progress, further engagement is required with the applicants to maximise the relevance, compliance, and deliverability of the final scheme.
- 3.3.7 Additionally, collection of traffic data and further engagement with some Town and Parish Councils on the appropriate extents is to be undertaken as part of the first-year project. Traffic data collected and further engagement on extents will be part of the process to take forward schemes for initial consultation, followed by statutory consultation and advertisement of the Traffic Regulation Order, subject to local support.
- 3.3.8 In a small number of cases, the application appeared to primarily request consideration of other improvement measures rather than a 20mph speed limit. In these instances, further engagement with Town / Parish Councils is required to determine most suitable next steps for those locations and progressing improvements which may be outside the scope of this project.

3.4 Proposed Delivery

- 3.4.1 A proposed scheme list for progression in 2024/2025 is attached as Appendix 3.
- 3.4.2 This initial package of schemes has been scored using the matrix, as included in Appendix 1, and prioritised on a combination of the highest overall scores with a weighting for deliverability. The inclusion of the deliverability weighting is to ensure that schemes with the greatest support, suitable baseline average speed (at or near 24mph or below), highest likelihood of reducing identified safety issues and well-defined extents are progressed initially to promote delivery of schemes on the ground.
- 3.4.3 Work will begin during 2024/25 on the remaining locations where applications were received, to identify further achievable schemes across the Westmorland and Furness area for delivery in 2025/26 and

2026/27. This will include gathering traffic data, determining appropriate extents, further discussion, and engagement with Town / Parish Councils.

- 3.4.4 To progress those schemes identified in Appendix 3 for delivery in 2024/2025, next steps will be to engage with the Town / Parish Council on the initial designs and extents for 20mph, agreed final design for initial proposal, and undertake initial consultation within the Parish / Town area.

Following initial consultation and subject to local support, the scheme extents and designs will be finalised following consideration of feedback and progressed to statutory consultation and advertisement of the TRO.

Each scheme may then be progressed to implementation, subject to Locality Board approval of the TRO. If during the detailed design process additional measures are required, we will be following this up with Parish Councils for their input and potential contributions.

- 3.5 Further reports to future meetings will propose a scheme list for 2025/26 and 2026/27 as referred to at paragraph 3.4.3.

4. Link to Council Plan Priorities: (People, Climate, Communities, Economy and Culture, Customers, Workforce)

- 4.1 A safe, sustainable, and serviceable highway network underpins the Council Plan Vision for Westmorland and Furness to be a great place to live, work and thrive and supports many of the Council's priorities. A reliable highway network enables people, goods, and services to be moved around the Authority area promoting new business creation, economic growth and enabling people to thrive within their own communities.
- 4.2 In addition, the 20mph speed limit policy and implementation was an early priority set out by Westmorland and Furness Council to make a commitment to be at the forefront of tackling climate change and the challenges it presents.
- 4.3 20mph speed limits are important in supporting local communities and through the Council Plan, aims to promote lower vehicle speeds. The main aims are to promote safer roads, reduce congestion, reduce vehicle pollution, enhance the environment for walking and cycling and support the community having a sense of place.

5. Consultation Outcomes

- 5.1 Consultation on individual schemes is yet to take place, although some Parish / Town Councils did undertake local consultation in advance of submitting their application. Engagement with the relevant Town and Parish Councils will be undertaken to determine extents of the schemes and design proposals for

initial consultation with each local community. In progressing 20mph scheme with a requirement for a Traffic Regulation Order; there will be extensive initial consultation for each individual scheme followed by the further statutory advertising and consultation where a scheme is supported locally and can progress to that stage. The next stages of consultation will progress in summer 2024 subject to agreement of the scheme list for 2024/2025.

6. Alternative Options Considered

6.1 There were no alternative options at this stage.

7. Reasons for the Recommendations

7.1 To begin progressing and enable delivery of this priority work on 20mph introduction across Westmorland and Furness it is necessary to identify and secure agreement of a scheme list. Following scoring of all the applications the locations listed in Appendix 3 are the locations recommended to go ahead in 2024/2025. Agreement of the schemes across all 3 Locality Boards respectively is required to progress the project.

8. Climate and Biodiversity Implications

8.1 This scheme to introduce 20mph speed limits across Westmorland and Furness is considered to have positive implications for the climate and biodiversity. The scheme aims to increase uptake of active travel as environmentally friendly forms of travel by making it easier and safer to walk and cycle in local areas. Reduced vehicle speeds and less braking through more consistent speeds generally leads to less noise pollution and air pollution.

9. Legal and Governance Implications

9.1 *On 6 June 2023 Cabinet resolved* to provide funding to support Locality Boards to implement 20mph zones where communities want them, improving road safety, reducing noise and encouraging walking and cycling.

9.2 On 12 September 2023 the Highways and Transport Strategic Board resolved to approve the criteria for assessing and prioritising 20mph schemes. Endorsing the proposed approach to implementing 20mph speed limits which better reflects local requirements and aspirations. Developing a prioritised programme of schemes for implementation taking into consideration locations where there have been previous requests

9.3 It was agreed that there would be an annual process to request and assess 20mph schemes for inclusion in the following years programme, and requests for 20mph would be prioritised and ranked.

9.4 Supported by local community, Furness Locality Board may choose to introduce 20mph in an area where there are benefits to a lower speed limit and where there is local support. Any introduction of 20mph will be subject to

consultation and engagement with local communities, Town and Parish Councils and other stakeholders

- 9.5 Each scheme will require a Traffic Regulation Order to introduce a 20mph speed limit with informal consultation to be undertaken first within the local community through Town or Parish Councils to allow consideration and if necessary to address any valid concerns. For each location there will be a requirement for formal statutory advertising and consultation to be undertaken with any objections being heard at Westmorland and Furness Locality Boards ahead of the decision to approve each scheme. [EJH 30/03/2024]
- 9.6 Pursuant to Paragraph 15.12.2 (d) of the Constitution, Locality Boards may *“consider and determine traffic regulation orders, speed limit orders, experimental orders, parking places orders and revocation orders, with the exception of those that require urgent determination or are temporary in nature, in all cases, the relevant local member will have been notified of the matter.”* (KB – 28.3.2024)

10. Human Resources Health Wellbeing and Safety Implications

- 10.1 The Council has a responsibility under the Health & Safety at Work Act 1974 to ensure, as far as reasonably practicable, that there are arrangements in place to ensure a healthy and safe working environment for all services for which it has responsibility. The restrictions have been considered carefully and are required on health and safety grounds for the travelling public.
- 10.2 There are no direct HR implications arising from the recommendations in this report.

11. Financial Implications

- 11.1 Funding of £0.300m was allocated to the Priority Investment Fund to support the scheme for 20mph policy and implementation in 2023/24 across the three Localities. c£0.100m of this funding has been used in 2023/24 to purchase a large number of signs and posts for the delivery of the schemes in 2024/25. Therefore, the cost of the implementation of the schemes in providing the enforceable requirements (signs and posts) is secured.
- 11.2 Due to the time taken to determine and agree the policy and the subsequent scheme application process, c£0.200m of the funding allocation remains unspent at the end of 2023/24. This is to be carried forward to 2024/25 to support the cost of consultation, engagement and progressing the TROs and to complete the schemes proposed.
- 11.3 The Council is expecting to receive match funding contributions from Town and Parish Councils during the initial consultation stage. If during the detailed design process additional measures, such as gateway road markings are required, then further contributions will be sought from Town and Parish Councils.
- 11.4 Additional funding will need to be identified for schemes that will be delivered in years two and three.

(P Cameron 8.4.24)

12. Equality and Diversity Implications (please ensure these are compliant with the EIA Guidance)

12.1 Equality Impact Assessment Screening done. Not considered to have any Equality and Diversity implications so full EIA not completed. Attached as Appendix 4.

13. Background Documents

13.1 20mph Policy decision at Highways Strategic Board on 12th September 2023.

13.2 Setting Local Speed Limits. DfT circular 01/2013 revised in March 2024.