

20MPH REVIEW AND POLICY OUTCOME

1. Overview

- 1.1. Following a commitment by the Council to roll out 20mph zones in 2021 a report was taken to cabinet in 2022 which recommended *“the introduction of 20mph speed limits/zones/quiet lanes in residential areas where this was supported by local councillors, residents, and businesses, the assumption being that 20mph limits/zones would be identified by Councillors and officers to either add to existing schemes or introduce new ones as soon as possible, either through external additional funds or incorporated as part of other significant highway investment ”*
- 1.2. Officers undertook a set of trials to study the impact of different options for 20mph implementation. Overall, the study showed that introducing 20mph limits does slow traffic down. However, where average speeds are originally higher the reduction is not enough without traffic calming to support the introduction of a 20mph limit without undermining the credibility of speed limits.
- 1.3. The findings of the study and the proposed approach for the Council were taken to Communities and Transport Scrutiny in February 2024. A copy of the report is attached in Appendix A.

2. Proposed Approach

- 2.1. The proposed approach from the report was to use following guidance for the introduction of 20mph speed limits:
 - Speeds under 20mph observed: if the 85th% speeds are observed under 20mph then any new 20mph speed limit would not need to be supported by vertical or horizontal traffic calming measures.
 - Speeds between 20-24mph: if the 85th% speeds are observed between this range then any new 20mph speed limit would not need to be supported by vertical or horizontal traffic calming measures. These speeds would not be enforceable under the current ACPO guidance and, evidence shows, that the introduction of a 20mph speed limit is likely to slow vehicles down.
 - Speeds above 24mph: any speed survey that identifies 85th% speeds in the enforceable range should be considered for delivery with traffic calming measures.
- 2.2. Prior roll-out of 20mph speed limit areas concentrated around schools and locations with high foot fall such as in District Centres. In order to maximise benefit from investment in existing and future Bee Network routes and facilities for active travel in the Borough it is proposed the next roll-out of 20mph zones in Stockport should also give consideration to around current or proposed ‘Beeline’-standard active travel routes.
- 2.3. When considering new planning applications for residential estates, application of 20mph limits on those streets should be the standard requirement, with exceptions by negotiation. This will ensure that driving speeds of 20mph on residential and low traffic street across Stockport is the expectation. The new guidance should enable clearer decision making when councillors request to use their delegated budgets for new 20mph limit streets or zones. The council will look to implement 20mph

limits on residential streets in areas where significant alterations are being undertaken, unless there are reasons why they would be unsuitable.

3. Benefits to Cyclists

3.1. Cyclist would benefit from an increase in the number of roads with a 20mph for several reasons:

3.1.1. Reduced speed results in the increase in survival if an accident does occur. If someone is struck by a vehicle at 20mph, their chance of survival increases by 93%.

3.1.2. The slower speed also increases the amount of time road users have to react to issues reducing the potential for collisions to occur.

3.1.3. Slower speeds improve perceptions of safety encouraging a higher level of use by active travel modes such as cycling.

4. Way Forward

4.1. To deliver the proposed approach and improve cycling opportunities the council is continuing to utilise opportunities to fund 20mph implementation. This is being monitored in the Portfolio Performance and Resource Reports with a measure of the miles of 20mph residential speed limits delivered annually.

BACKGROUND PAPERS

There are none

Anyone wishing to inspect the above background papers or requiring further information should contact Jamie Birtles, Sue Stevenson on telephone number Tel: 07356 120 423, Tel: 0161-474-4351 or alternatively email jamie.birtles@stockport.gov.uk, sue.stevenson@stockport.gov.uk