

Agenda item:

**[No.]**

**Overview and Scrutiny Committee**

**On 28 March 2011**

Report Title. Scrutiny Review – 20 mph Speed Limit

Report of Councillor Bull, Chair of Review Panel

Contact Officer : Robert Mack, Principal Scrutiny Support Officer Tel: 0208 489 2921

Wards(s) affected: All

Report for: Non Key Decision

**1. Purpose of the report (That is, the decision required)**

That Members approve the report and recommendations of the review, as outlined in the report.

**2. State link(s) with Council Plan Priorities and actions and /or other Strategies:**

- Council Plan: A cleaner, greener Haringey
- Sustainable Community Strategy outcomes: Safer for All and An Environmentally Sustainable Future.

**3. Recommendation**

3.1 That the report and its recommendations be approved and referred to Cabinet for a response.

**4. Reasons for recommendations**

Please refer to the scrutiny review report (attached)

## **5. Other options considered**

Please refer to the scrutiny review report (attached)

## **6. Chief Financial Officer Comments**

- 6.1 The recommendations of the Scrutiny Review Panel include consultation on the introduction of a 20mph speed limit for all side roads within the borough, a pilot 20 mph speed limit in a suitable town centre and a comprehensive publicity and promotional campaign.
- 6.2 No work has been undertaken to date to assess the costs of each of these recommendations and there is currently no earmarked capital or revenue funding within the Council's Medium term Financial Plan. It would be possible to capitalise an element of the cost of implementing a pilot scheme within a town centre which could be funded from existing LIP capital allocations but all associated revenue costs would need to be contained within existing highways budget provisions.
- 6.3 The report highlights that the introduction of a 20 mph limit without the use of physical traffic calming measures would be significantly more cost effective than a similar scheme with traffic calming measures although the on-going enforcement costs would be greater.

## **7. Head of Legal Services Comments**

The Head of Legal Services has been consulted and has no specific legal implications arising from this report.

## **8. Head of Procurement Comments**

N/A

## **9. Equalities &Community Cohesion Comments**

These are considered throughout the report.

## **10. Consultation**

- 10.1 The review sought and received evidence from a wide range of stakeholders as well as local community and resident organisations.

**11. Service Financial Comments:** The overall cost of establishing a default 20 mph speed limit enforced by signage alone is likely to be significantly less than that of the Council's extending the number of 20 mph zones by physical calming measures. The

Islington scheme cost £1.6 million to implement which compares with a cost of £10 million for Haringey's current strategy. However, the expenditure is likely to be incurred over two financial years rather than spread over 10 – 15 years. The Panel has recommended that it be financed via the using of LIP funding.

## **12. Local Government (Access to Information) Act 1985**

The background papers relating to this report are:

Braking Point – Report by the Transport Committee of the London Assembly – April 2009

Interim Evaluation of the Implementation of 20 mph Speed Limits in Portsmouth - Atkins - Final Report

These can be obtained from Robert Mack, Principal Scrutiny Support Officer on 0208 489 2921, 7<sup>th</sup> Floor, River Park House,

E- Mail [rob.mack@haringey.gov.uk](mailto:rob.mack@haringey.gov.uk)