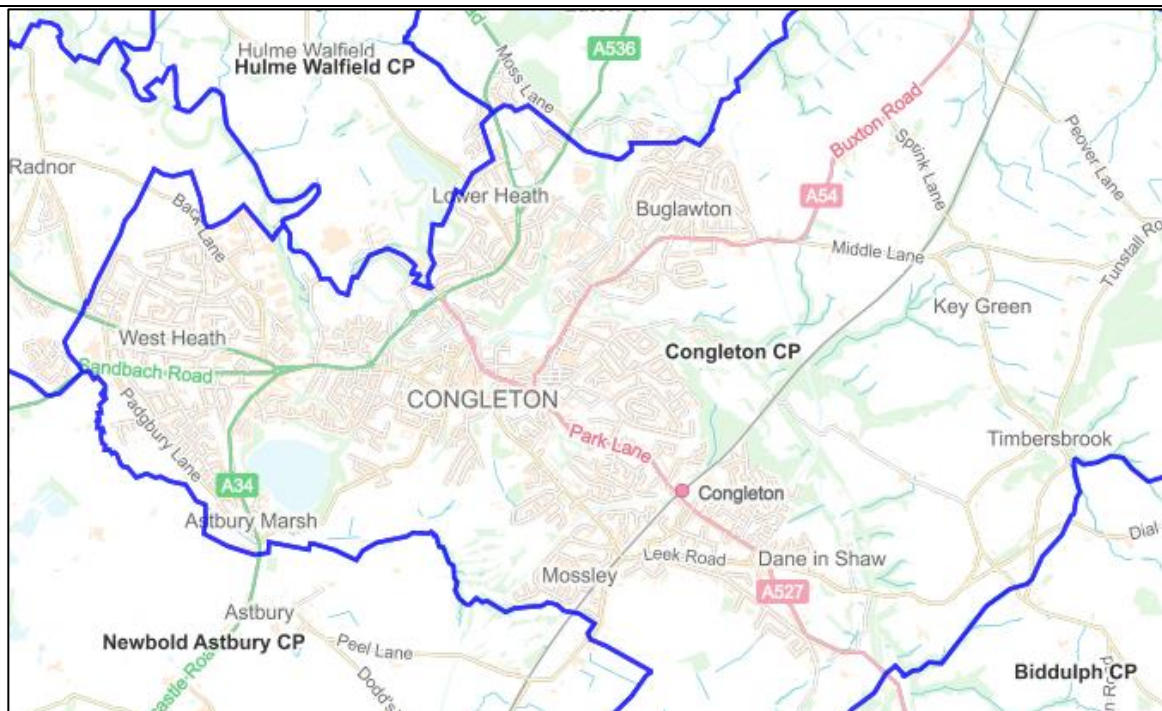


CONGLETON TOWN COUNCIL

COMMITTEE REPORTS AND UPDATES

COMMITTEE:	Council		
MEETING DATE AND TIME	8 th December 2022 7.00pm	LOCATION	Congleton Town Hall
REPORT FROM	Jackie MacArthur, Deputy Chief Officer, Marketing and Communities on behalf of the Integrated Transport Working Group		
AGENDA ITEM REPORT TITLE	15 Making roads safer around Schools and residential areas by adopting a 20mph speed limits		
Background	Cheshire East Council adopted a new Speed Management Strategy in September 2022. This strategy allows for 20mph roads and zones within the borough, although the process is a cumbersome and expensive street-by-street approach to change. Cheshire East has asked for towns and parishes to identify their priorities for 20 mph roads in their area. At this stage, no guidance has been given about how 20mph roads or zones would be financed, so it is a theoretical exercise to inform Cheshire East Council Highways Authority of the interests of the Town Council. All new residential housing areas in Cheshire East Council will default to 20mph zones if appropriate. Cheshire East there is 20s Plenty campaign that is asking for a borough-wide approach. Previously Congleton Town Council has agreed: CTC/80/1920 Roads it would like to see considered for 20 mph - Mill Street, Swan Bank, West Street to the junction of Antrobus Street, Market Street, Lawton Street, Albert Place, Chapel Street, Canal Street and Cherry Tree Way. The issue of 20 mph was discussed by the Integrated Transport Working Group at a two-hour extended single-subject meeting in November 2022. Other members of the Town Council were invited to the meeting. The group considered a range of options, initially basing their ideas around safe routes to schools and roads with schools on them. The group noted that Cheshire West and Cheshire Council agreed in 2016 to introduce 20mph speed limits on all residential roads where the average speed limit was less than 24mph and on roads with a school where the average speed limit was less than 30mph. This cost £800k to roll out over 4 years and was estimated to save £3.5m in casualties avoided. The group was also sent links to a video from the 20s plenty campaign which can be seen here. The video summarises the case for 20mph streets in residential and shopping areas.		
Updates	The Integrated Transport Working Group believes that the rules should be kept as simple as possible for the public to understand what is expected. Ideally the same rule would be applied throughout the Cheshire East area, but if not across the whole of Cheshire East then the same principle should apply across the whole of Congleton. The group believes this would make it more cost-effective to implement and more understandable to the public. Rather than listing all the roads that should be included into the order (although this could be done if legally necessary) the Integrated Working Group thought the most sensible route would be list the roads that are exempt from the 20-mph rule. The working group suggested that the rule should be: All streets in the built-up settlement of Congleton where people live, work, shop, play or learn should be reduced from 30 mph to 20 mph. A34, A54, A527, A534 and the A536		



The group believed that this change would make the streets safer for all users and especially the most vulnerable users, will make walking and cycling a more attractive option as well as improving quality of life by reducing noise pollution.

Government and other surveys have consistently found around 70% support for 20mph on residential streets, which increases after the limits are introduced.

Many English Highway Authorities have introduced blanket orders across their borough. Including [Oxfordshire County Council](#), [Lancashire County Council](#), [Chester and Cheshire West Council](#) and the [Wirral](#) is currently consulting on 20mph zones. 25 million UK residents now live in 20mph zoned areas.

Wales has tackled the issue as a nation and passed [The Restricted Roads \(20 mph Speed Limit\) \(Wales\) Order 2022](#) legislation earlier this year, which means that speed limits on most restricted roads in Wales will reduce from 30mph to 20mph from September 2023.

Financial

There is no guidance from Cheshire East Council about where the funds will be found for carrying out this work. At this stage, Cheshire East Council is interested in understanding the wishes of the Town and Parish Councils. A road traffic order costs in the region of £5k - £10k. Economically it would make sense to create a rule for as large an area as possible.

Environmental

Reducing road speeds in other towns has encouraged more people to walk and cycle for short distances as they feel safer. Reducing speeds also reduces traffic noise which is a major health benefit for the community. Accidents are less severe at lower speeds.

Equality and Inclusivity

20mph is fairer to all road users. Risk is reduced to all and especially to vulnerable walkers and cyclists. The number of people feeling confident to walk and cycle short journeys – such as the journey to school -has increased in many areas where speed reduction has been put in place.

Decision Requested

For Congleton Town Council to recommend to Cheshire East Highways Authority that, subject to full consultation and funding being made available, Congleton Town Council would like to see all streets in the built-up settlement of Congleton where people live, work, shop, play or learn made safer by reducing speed from 30 mph to 20 mph. The exception would be the main through routes of the A34, A54, A527, A534 and the A536.