

## Notice of Motion- 20mph limits

### This Council notes:

- In 2010, work started to turn over 200 roads in Burnley and Padiham into 20mph limits<sup>1</sup> with the aim of reducing road casualties
- Lancashire Police adopted a self-policing approach to 20mph limits<sup>2</sup> despite ACPO<sup>7</sup> guidance that states : “It is very important that the service doesn’t unintentionally give the impression that the police will not enforce the law”<sup>6</sup> and Lancashire County Council information on 20mph limits states “The 20mph speed limits can and will be enforced in the same way that any other speed limit is. We are working closely with the police, and enforcement will take place in the same way it does on any other road.”<sup>8</sup>
- Lancashire County Council’s own speed monitoring has shown speeds of up to 80mph on 20mph roads, with mean speeds remaining similar between 2010 when the limit was 30mph and 2014 when the limit was 20mph<sup>3</sup>
- Since August 2016, no enforcement action has been taken against any driver by Lancashire Police for exceeding a 20mph limit within the borough of Burnley.<sup>2</sup>
- Kent Police, a similar sized force to Lancashire, issued 11 Fixed Penalty Notices and 4 Summonses for exceeding a 20mph limit between December 2020 and December 2021. The Metropolitan Police have taken action against over 30,000 drivers for exceeding a 20mph limit in the same period, with over 38,000 additional offences currently ongoing<sup>2</sup>
- ROSPA<sup>4</sup> has estimated that every 1mph reduction in speed can reduce accidents by around 5%
- The chance of fatality after being hit by a vehicle being driven at 20mph is 1.5% compared to 8% at 30mph<sup>5</sup>
- That the Police and Crime Commissioner for Lancashire, Andrew Snowden, has included Dangerous Driving in his Police and Crime Plan as a Priority for 2021-2025
- 20mph limits without traffic calming measures often do not produce the same level of speed reduction as 20mph limits with traffic calming measures<sup>4</sup>

### This Council believes:

- That 20mph limits can, and should, have a positive impact on vehicle speeds, casualty rates and vehicle noise and emissions across the borough.
- That Lancashire Police should adopt an enforcement approach to 20mph limits.
- That driving at over 200%-350% of the speed limit in a 20mph limit is far more dangerous than driving at 20% above a 30mph limit, yet the latter will result in enforcement action, and that both should be treated at least equally.
- That speeding drivers should not have impunity in a 20mph zone, which is currently the case.
- That dangerous driving, including speeding, is often linked to other crimes such as driving without a licence or insurance, drug related crime, driving under the influence and more.<sup>9</sup>
- That education and warnings alone are not enough to curb the high level of dangerous driving within 20mph zones, that there has been a severe lack of both, and that a multi-agency approach is needed to tackle the issue of education and enforcement.
- That larger 20mph speed signs would provide a higher impact visual reminder of the speed limit.

## This Council resolves:

- That the Chief Executive and Leader of the Council will write to the Chief Constable of Lancashire Police to ask that Lancashire Police start to enforce 20mph limits across the Borough in the same manner as they enforce other speed limits, and that they work with the Chief Constable towards this aim, and that a plan of action and timetable is brought before this council as soon as practical.
- That the Chief Executive and Leader of the Council will write to the Police and Crime Commissioner to ask for their support in the enforcement of 20mph limits, and to work alongside them to achieve this aim.
- That the Chief Executive and Leader of the Council will write to the Chief Constable for Lancashire, the Police and Crime Commissioner, the Lancashire Road Safety Partnership, Lancashire County Council in order to form a multi-agency group to tackle the problem of speeding, particularly in 20mph limits and to ensure that enforcement action is taken where necessary. Once formed, that group should consider whether any other agencies involved with enforcement of speed limits and the education of drivers should be invited to join.

This motion is proposed by: Martyn Hurt

This motion is seconded by: Andy Fewings

<sup>1</sup> While there are both 20mph limits that affect a single road or stretch of road, and 20mph Zones that encompass a larger area, for the purpose of this motion we have used a single term as both are enforceable by the police.

<sup>2</sup> Freedom of Information Requests received Jan 22

<sup>3</sup> LCC Speed Monitoring, Harold Street, March 2010 & February 2014. Hargher Street September 2020

<sup>4</sup> ROSPA - The Royal Society for the Prevention of Accidents, <https://www.rospace.com/rospaweb/docs/advice-services/road-safety/drivers/20-mph-zone-factsheet.pdf>

<sup>5</sup> Rosén, E. et al. (2011) 'Literature review of pedestrian fatality risk as a function of car impact speed'

<sup>6</sup> ACPO Speed Enforcement Guidelines

<sup>7</sup> Association of Chief Police Offices - this has been superseded by the National Police Chiefs' Council but the guidance in <sup>6</sup> has not been superseded.

<sup>8</sup> Source: <https://www.lancashire.gov.uk/council/strategies-policies-plans/roads-parking-and-travel/20mph-areas/#enforce>

<sup>9</sup> Sources: The Relationship Between Crime and Road Safety (2009) by Monash University Accident Research Centre. Jørgenrud B, Bogstrand ST, Furuhaugen H, Jamt REG, Vindenes V, Gjerde H. Association between speeding and use of alcohol and medicinal and illegal drugs and involvement in road traffic crashes among motor vehicle drivers. Traffic Inj Prev. 2018;19(8):779-785. doi: 10.1080/15389588.2018.1518577. Epub 2019 Jan 25. PMID: 30681887.