

Appendix 1: Summary of 20mph initiatives considered by other Local Authorities

| Local Authority | Type/Character | Proposal | Implementation | Results/comments |
|-----------------|----------------|---|--|---|
| Argyll & Bute | Rural | 20mph signed only limits on roads with already low speeds | Not progressed | Not considered best value to implement on low speed roads simply to provide a 'feel good' factor. |
| Birmingham | City | 20mph limits in residential streets and local centres | £386k works progressing as part of a £1.025m 20mph pilot programme | Too early to report on effectiveness |
| Brighton & Hove | City | 20mph signed only limits | One scheme implemented | The number of reported collisions and casualties within the 20mph limit scheme is running below the average for the three years before implementation. Speed surveys show an average reduction of 1.3mph and the average speed across the area is 20mph. |
| Bristol | City | Widespread signed only 20mph limits | Programme halted | Evidence shows that signed only limits have very limited impacts on speed reduction and emissions. |
| Calderdale | Semi-rural | Blanket 20mph limits in residential streets | Approved for implementation over the next three years | The town of Halifax (within Calderdale) already has 87 miles of 20mph speed limits. This initiative would increase coverage to 406 miles. |
| Dundee | City | Signed only 20mph limits across residential streets | The Council rejected the motion | Not introduced because Police Scotland could not guarantee enforcement beyond known accident locations and the limits were expected to quickly fall in to disrepute. Evidence in the city has shown that signage only schemes have had little impact on overall speeds. |
| Hackney | London borough | Signed only 20mph limits on all borough roads by 2016 | Not known | Hackney has a huge population of cyclists. Commuting trips have increased from 4.2% in 1991 to 6.8% in 2001 and 15.4% in 2011. |
| Islington | City | Borough wide 20mph limits | Completed | Surveys show that the average and 85 th percentile speeds have fallen by 1mph from 23mph to 22 mph and from 28mph to 27 mph respectively. |

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| Leicestershire | Semi-rural | 20mph blanket speed limits in residential areas | Ruled out and not progressed | The Council considered that if guidance was followed there was little benefit to be gained from the considerable expense of introducing 20mph limits. |
| West Sussex | Semi-rural | 20mph signed only limits in residential streets | Not progressed | Residents voted overwhelmingly against the proposal. The proposal was considered to have little impact on accidents, would not be enforced, would add to congestion, threaten bus routes and be a waste of public money. |
| Wiltshire | Semi-rural | Develop a 20mph policy | Village trails undertaken | Trails demonstrated that there was no impact on reducing the number of collisions or casualties or that they did much good. |