

20mph Limits – Guidance, Policy and Practice

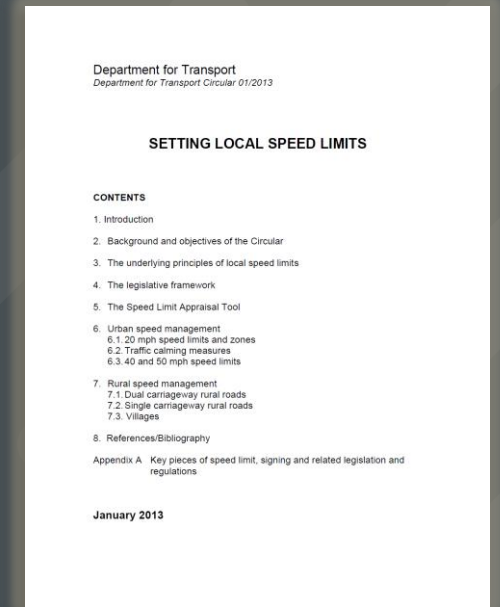
Today Kent, Tomorrow Cymru!

The Fourth Fuse Physical Activity Pop Up Workshop
18 November 2020

Guidance

Speed limits should be evidence-led and self-explaining and seek to reinforce people's assessment of what is a safe speed to travel. They should encourage self-compliance.

If the mean speed is already at or below 24 mph on a road, introducing a 20 mph speed limit through signing alone is likely to lead to general compliance with the new speed limit.



Research shows that on urban roads with low average traffic speeds any 1 mph reduction in average speed can reduce the collision frequency by around 6%

Department for Transport Circular 1/2013

Department for Transport
Department for Transport Circular 01/2013

SETTING LOCAL SPEED LIMITS

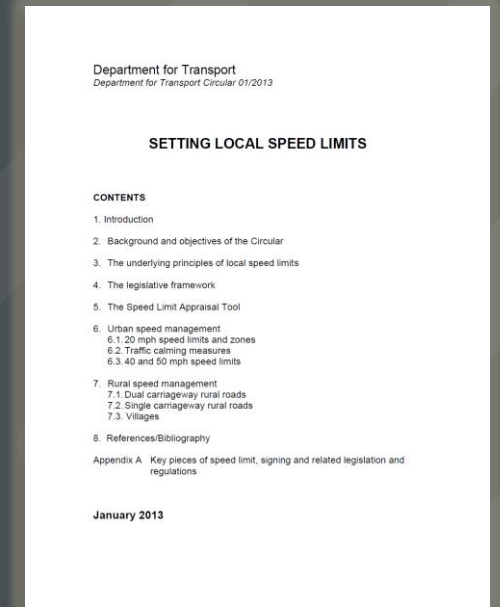
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January 2013

20 mph limits covering most streets in Portsmouth have demonstrated that it is possible to introduce large-scale 20 mph limits in some built-up environments.

City-wide schemes may also contribute to changing travel and driving behaviour positively in the longer run.



The implementation of 20 mph limits over a larger number of roads...should be considered where mean speeds at or below 24 mph are already achieved *over a number of roads.*

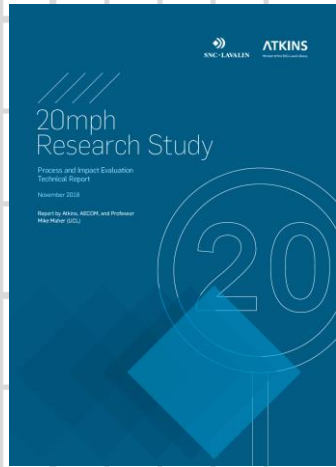
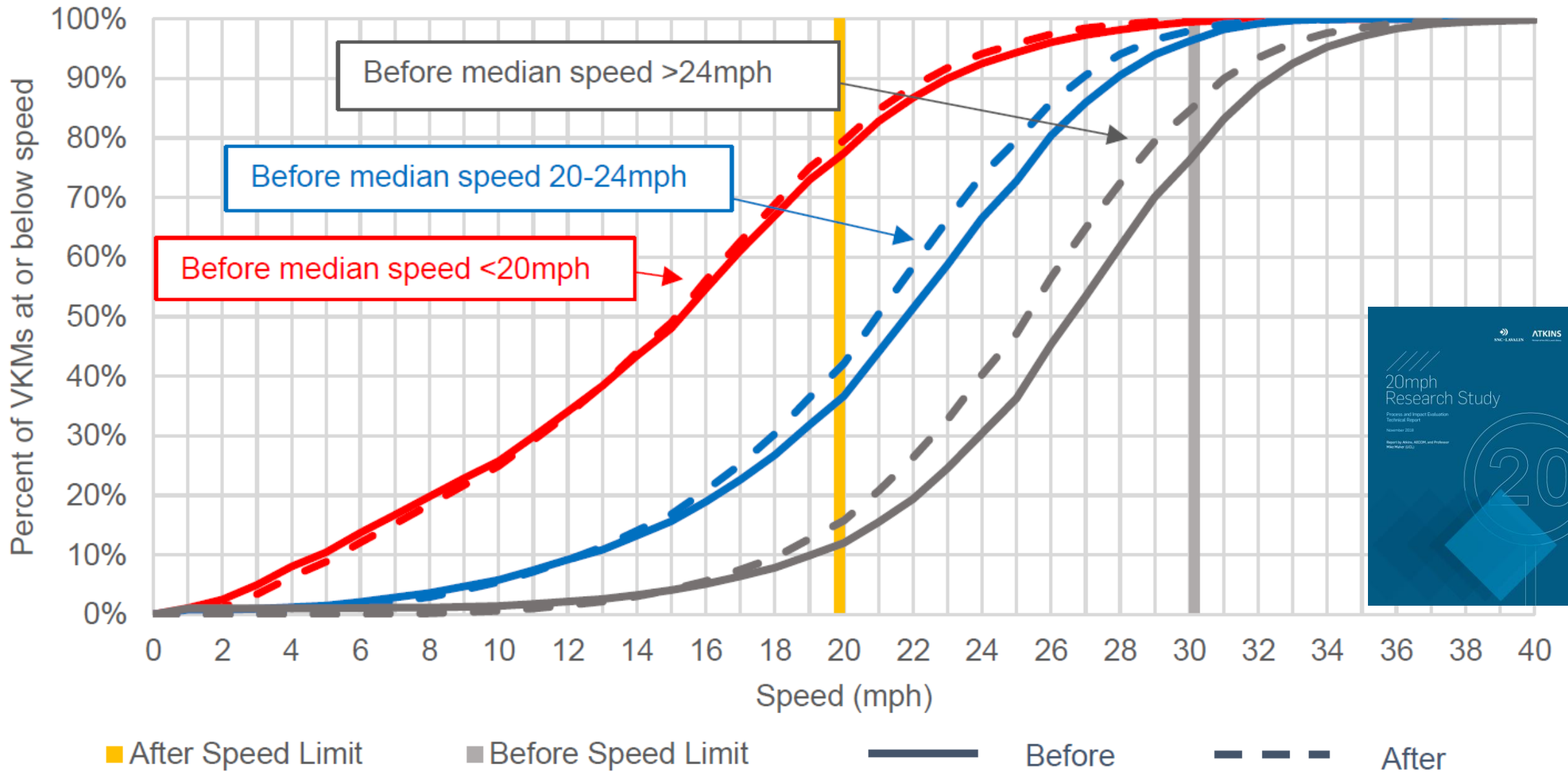
Department for Transport
Department for Transport Circular 01/2013

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January 2013



Policy

Kent County Council (former policy)

- *Kent Police will not support 20mph speed limits unless the average speed of vehicles is 24mph or less, as research has shown that signed only 20mph limits where natural traffic calming is absent have little or no effect on traffic speeds and did not significantly reduce accidents*
- *The DfT give clear guidance as to how 20mph schemes should be implemented and requirements for signing, lining and associated traffic calming measures in Circular 01/2013.*
- *As part of this policy it is not recommended that Kent deviates from this national guidance when agreeing how a 20mph scheme should be implemented.*

From: John Burr, Director of Highways & Transportation

To: Environment, Highways & Waste Cabinet Committee – 3 October 2013

Decision No: 13/00063

Subject: Updated Policy for 20mph limits and zones on Kent County Council's roads

Classification: Unrestricted

Past Pathway of Paper: EHW Cabinet Committee, 4 July 2012

Future Pathway of Paper: For Cabinet Member Decision

Electoral Division: All electoral divisions

Summary: This report presents national and local evidence on the benefits of 20mph schemes and recommends a new policy that the County will seek to implement 20mph schemes when there are clear road safety or public health benefits. Any locally supported schemes that cannot be justified in these terms can still be implemented via the Member Highway Fund providing they are implemented as set out in Department for Transport Circular 01/2013.

Recommendation(s):
The Environment, Highways & Waste Cabinet Committee is asked to comment on a new policy on 20mph schemes which the Cabinet Member for Environment, Highways & Waste is minded to introduce:

(i) implement 20mph schemes where there is clear justification in terms of achieving casualty reduction as part of the on-going programme of Casualty Reduction Schemes.

(ii) identify locations for 20mph schemes which would assist with delivering targets set out in Kent's Joint Health and Well Being Strategy.

(iii) enable any schemes that cannot be justified in terms of road safety or public health benefits but are locally important to be funded via the local County Councillors Member Highway Fund. All schemes must meet implementation criteria as set out in DfT Circular 01/2013.

1. Introduction

1.1 At the 4th July 2012 meeting of this Committee an update was given on work Highways & Transportation were carrying out in developing a new policy on the implementation of 20mph schemes in Kent. This work included a trial of speed reduction measures outside schools in Maidstone which involved both formal and advisory 20mph schemes. The results of these

Surrey County Council (current policy)

- *Circular 01/2013 emphasises that research into signed-only 20 mph speed limits shows that they generally lead to only small reductions in traffic speeds. Signed-only 20 mph speed limits are therefore most appropriate for areas where vehicle speeds are already low.*
- *Where the existing mean speeds are above 24 mph then a 20 mph scheme with traffic calming measures (known as a 20 mph zone) will be required.*
- *Table 2 shows the likely reduction in mean vehicle speeds following the implementation of a signed-only 20 mph speed limit.*

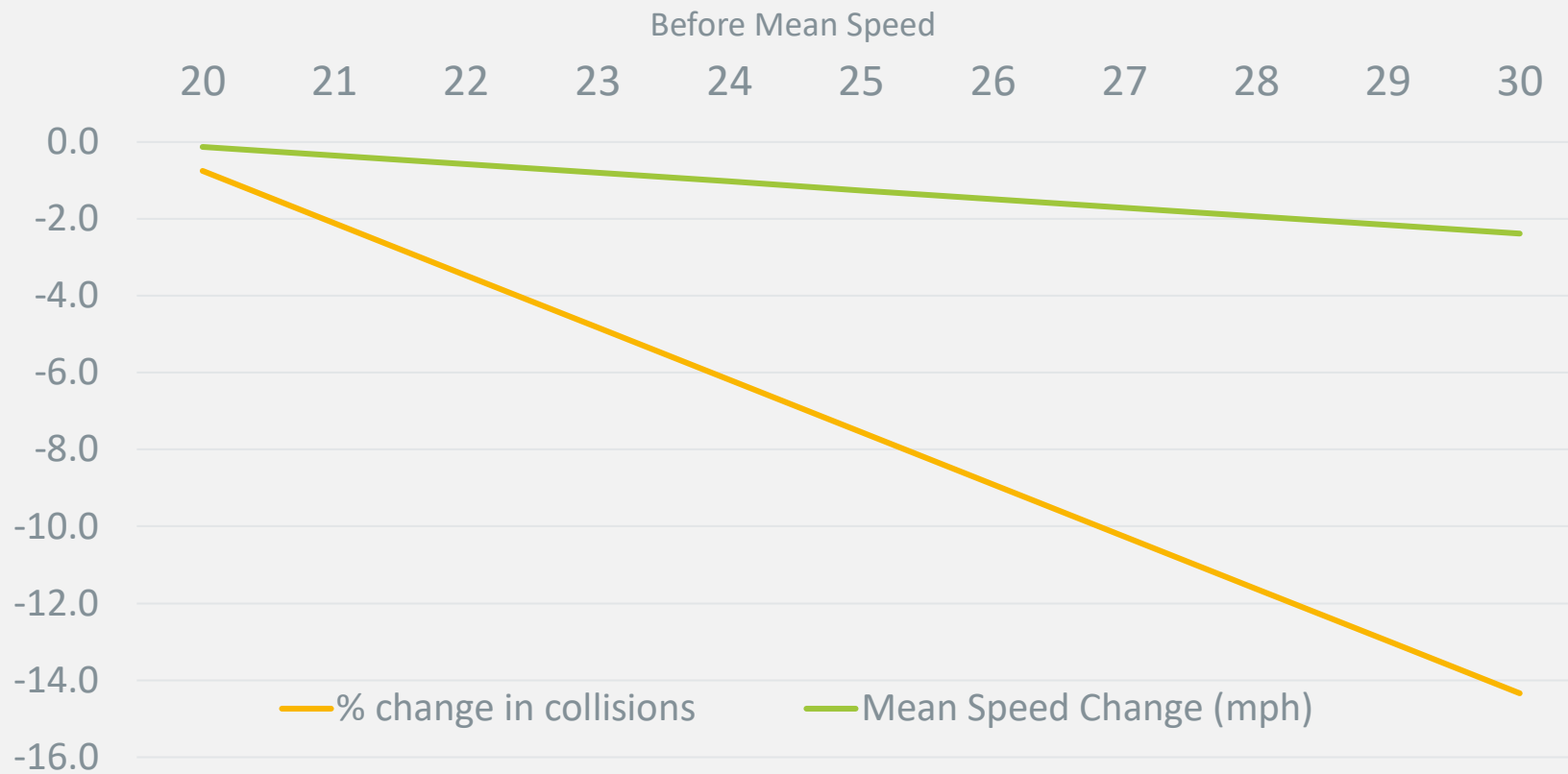


Table 2 – Predicted change in mean speeds following a signed-only reduction in speed limit

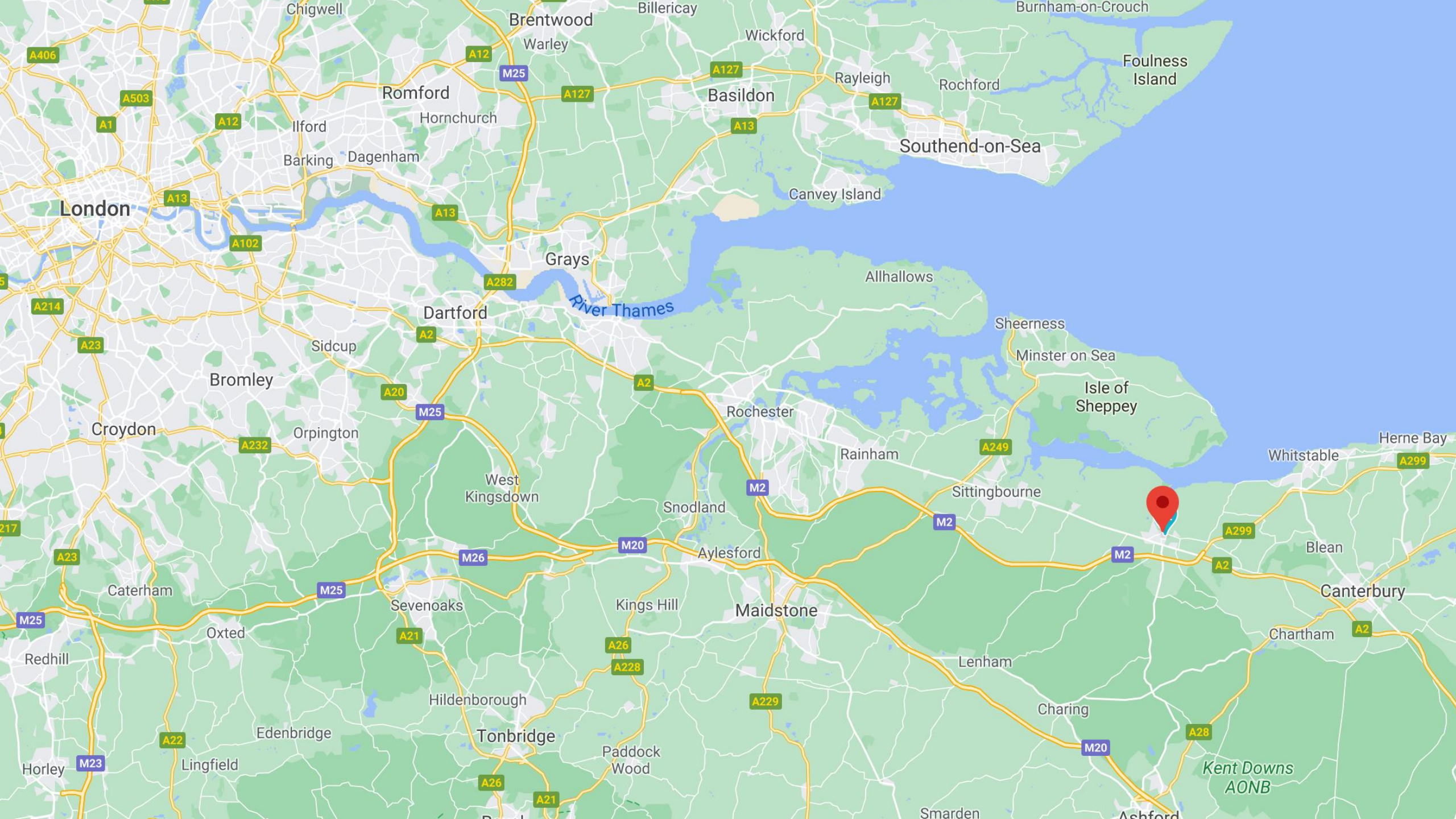
Change from urban and rural 30 mph speed limit to 20 mph speed limit (without traffic calming)

Measured mean speed before	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Predicted mean speed after	19.9	20.6	21.4	22.2	23.0	23.7	24.5	25.3	26.1	26.8	27.6	28.4	29.2	29.9	30.7	31.5	32.2	33.0	33.8	34.6	35.3
	New lower speed limit allowed					New lower speed limit only allowed with supporting highway measures															

Effect of 20mph-only limits (Based on formula in Annex to DfT Speed Limit Appraisal Tool Guidance)



Practice: Faversham, Kent



London

Romford

Basildon

Southend-on-Sea

Grays

River Thames

Dartford

Bromley

Croydon

Rochester

Isle of Sheppey

Herne Bay

Aylesford

Sittingbourne

Canterbury

Maidstone

Kent Downs AONB

Ashford

Foulness Island

Allhallows

Sheerness

Minster on Sea

Whitstable

Blean

Chartham

Charing

Lenham

Paddock Wood

Tonbridge

Hildenborough

Edenbridge

Lingfield

Horley

Redhill

Caterham

Oxted

Sevenoaks

Kings Hill

West Kingsdown

Orpington

Sidcup

Barking

Dagenham

Ilford

Brentwood

Warley

Wickford

Rayleigh

Rochford

Burnham-on-Crouch

Billericay

Chigwell

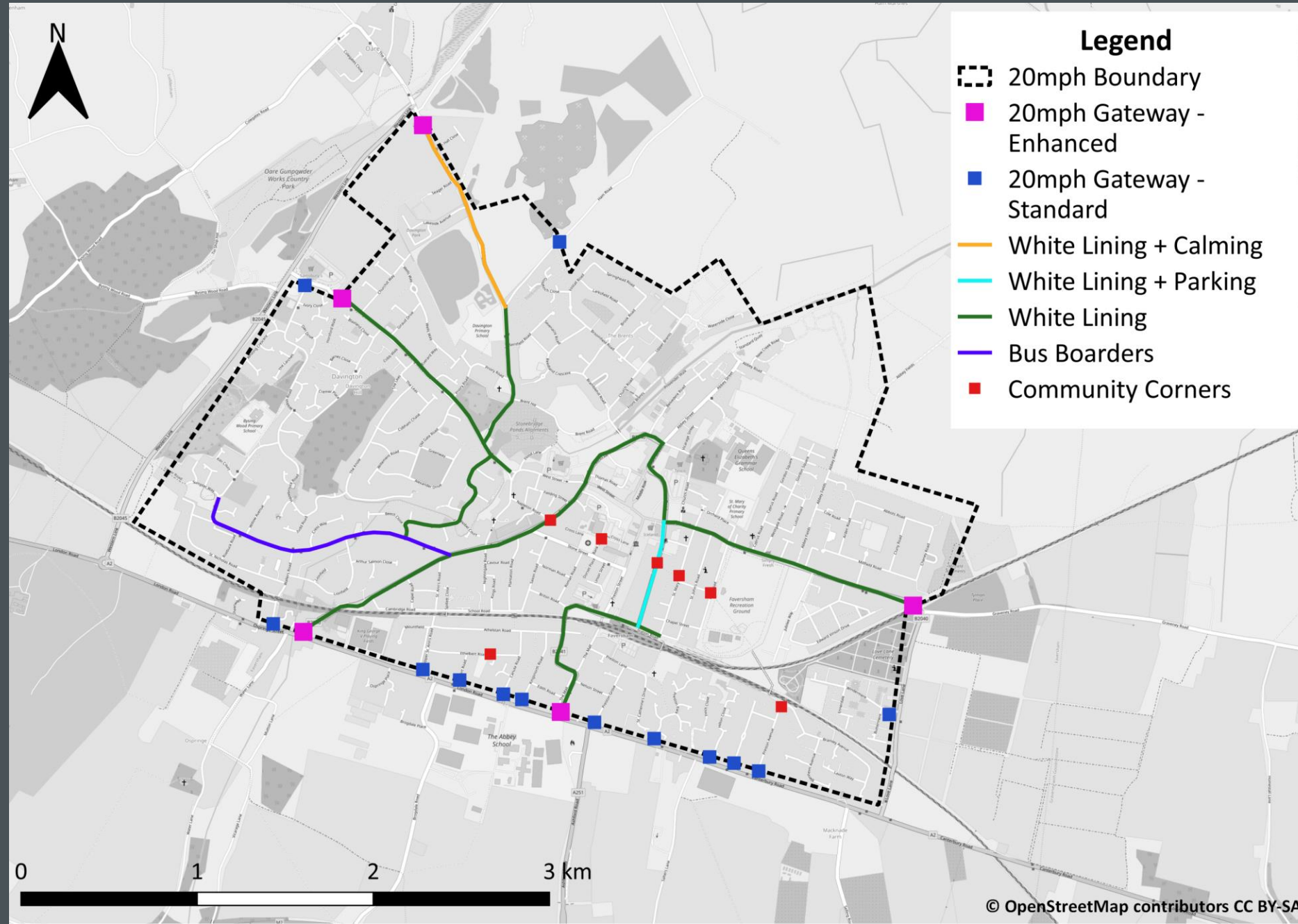
Aims of the scheme

- Faversham Town Council wished to implement town-wide 20mph limit to:
 - Reduce road casualties
 - Improve air quality
 - Reduce health inequalities, including adult/child obesity
- Consistent town-wide limit simpler and cheaper to sign and promote
- More likely to be effective in changing driver behaviour

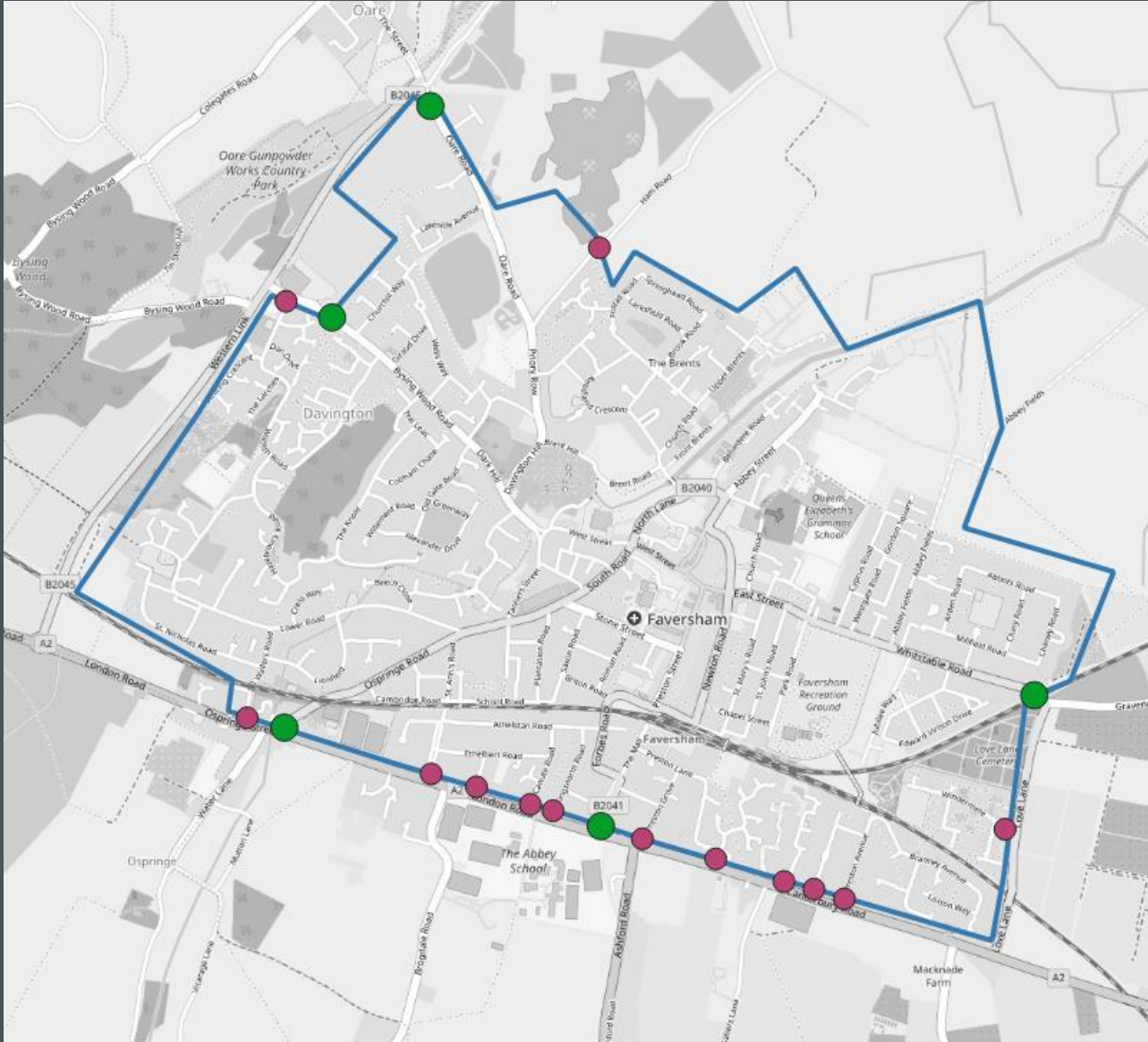
KCC Speed Data



Final Proposals Agreed With Kent County Council



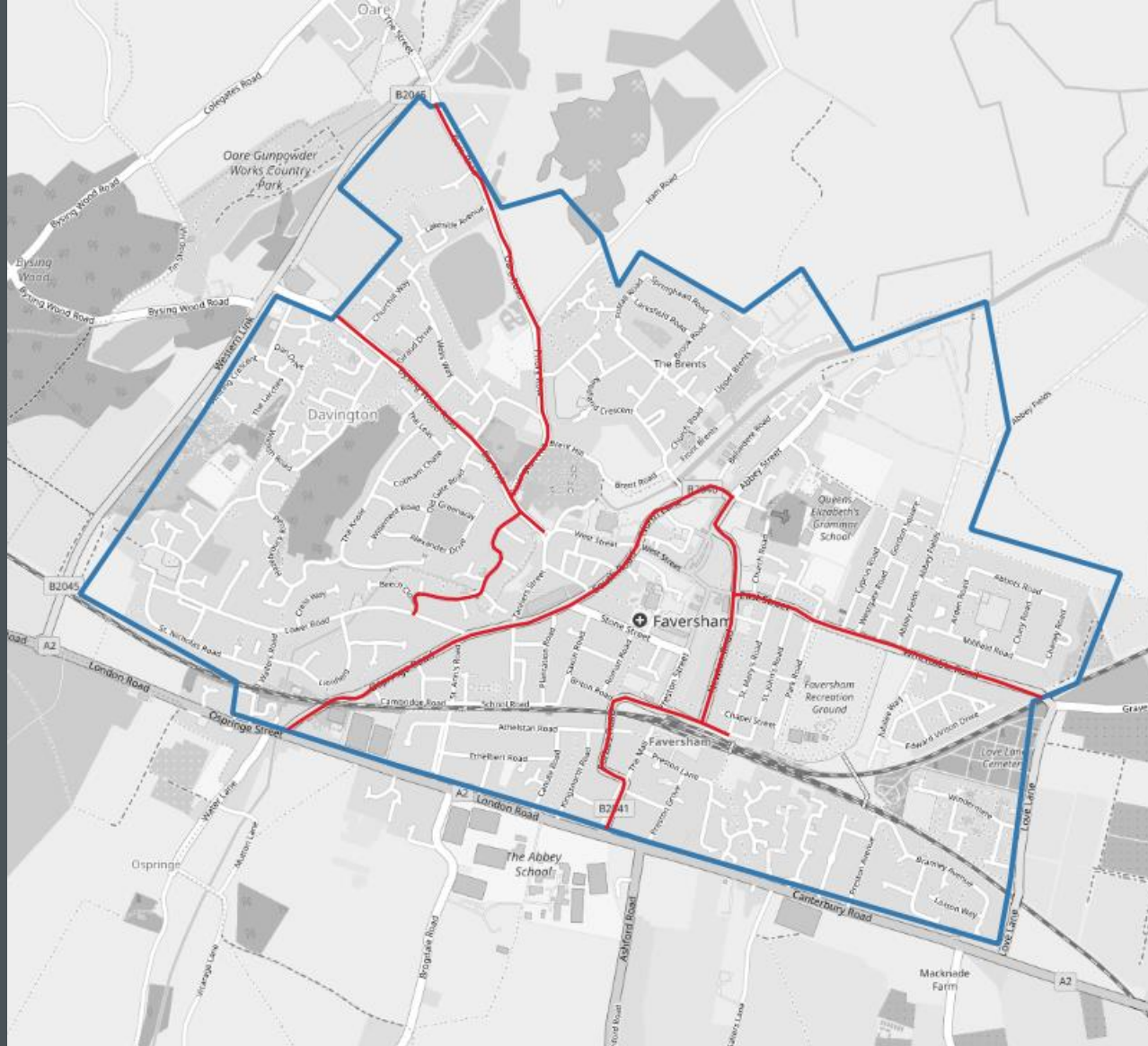
Gateways





Changes to Road Markings

Centreline Removal





White Line Removal – South Circular, London (A503)

Before



After



Average speeds (mph)	Before	After	Difference
Northbound	31.4	29	-2.4
Southbound	32.4	28.3	-4.1

Phasing

Under Experimental TRO:

- Phase 1 – Town-wide 20mph limit signs and gateways (including local centreline removal)

If scheme made permanent and subject to monitoring:

- Phase 2 – Physical traffic calming, area-wide centre line removal
- Phase 3 – Community corners, enhanced gateways

20mph schemes go live in Faversham and Tonbridge

Thom Morris / 5 days ago

This morning (Friday) Kent County Council Cabinet Member for Highways and Transport Michael Payne officially opened the 20mph town-wide trial zones in Faversham and Tonbridge.

In addition, two town centre 20mph schemes in Margate and Tunbridge Wells came into force.

The changes around both towns include 20mph road markings and signs as well as signed 20mph 'gateways' as you drive into these town-wide trials.

These will have either a buff or red surface to highlight the start of the new speed limit.

Throughout the trial period, KCC will be monitoring the effectiveness of the scheme and listening to feedback.



Social



Most read



[Kent Update: Coronavirus \(COVID-19\) cases confirmed in Kent](#) Public Health England has confirmed further coronavirus (COVID-19) cases in...



[KCC acts to tackle financial impact of Covid pandemic](#) Kent County Council has had to take some difficult decisions...

Kent Highways Updates

[My Tweets](#)

RSS



Kent County Council (new policy)

- *Whilst the current approach remains compliant...there is merit in exploring the benefits of modifying the criteria required to implement a 20mph speed limit*
- *...it is recommended that a series of research pilots should be undertaken to determine the effectiveness of alternative (innovative) traffic calming measures at locations where the prevailing road speeds are between 24mph and 28mph*
- *A two-stage approach is proposed:*
 - *Stage 1 Verifying community support*
 - *Stage 2 Verify local benefits and need*

From: Mike Whiting, Cabinet Member for Planning, Highways, Transport and Waste

To: Environment and Transport Cabinet Committee – 24 May 2019

Decision No: N/A

Subject: 20mph – policy review

Classification: Unrestricted

Past pathway of paper: N/A

Future pathway of paper: N/A

Electoral Division: County-wide

Summary:
Following the Government publication of new research relating to 20mph speed limits, the Cabinet Member for Planning, Highways, Transport and Waste requested a review of the County Council's approach to 20mph speed limits to ensure they met the requirements of the latest guidance.

Recommendations:
The Environment and Transport Cabinet Committee is asked to:

1. Note and comment on the contents of the report.
2. Note the proposed modifications to current approach to reflect current learning and best practice
3. Note that a series of research pilots should be undertaken to determine the effectiveness of alternative (innovative) traffic calming measures at locations where the prevailing road speeds are between 24mph and 28mph.

1. Background

- 1.1 Kent County Council's (KCC) approach to implementing 20mph schemes was established in 2013. A copy is provided in Appendix 1.
- 1.2 This is based on the 2013 Department for Transport (DfT) Circular 'Setting Local Speed Limits'. This follows the core principle that the existing road environment is key to the setting of appropriate speed limits.
- 1.3 In 2013, DfT revised the guidelines (DfT Circular 01/2013) and stated authorities could set 20mph speed limits in areas where local needs and conditions suggested the current speed limit was too high.
- 1.4 It went on to state (para 85) that: "Successful 20 mph zones and 20 mph speed limits are generally self-enforcing."

Emerging Practice: Wales

Overview

- Joint WG/WLGA Task Force Group established July 2019
- Stakeholders from local government, emergency services, transport operators, businesses, user groups etc
- Report published 15 July 2020
- Senedd debate same day, motion welcoming report
- Motion passed with cross party support, 45 to 6

Grŵp Tasglu 20mya Cymru

Adroddiad Terfynol

Gorffennaf 2020



Legislation, Guidance, Programme

- Secondary legislation to be passed by Welsh Parliament
- Changes default speed limit of roads with street lighting to 20mph
- Also changes to Traffic Sign regulations
- Amendments needed to DfT and WG documents
- **Default 20mph limit in force – April 2023**



Exceptions Process

- 20mph will not be appropriate on all restricted roads
- Nationally-consistent approach to Exceptions - with local flexibility
- Transport for Wales produce draft speed limit maps
- Local authority review followed by public consultation



Enforcement


- Important public perceives enforcement in force from Day 1
- Changes to policies needed
- Draft recommended hierarchy – Cameras/GoSafe/Community/Police
- Develop enforcement regime/policies as part of Pilots
- Intelligent Speed Assistance will help from May 2022
- Pledges to observe limits from local authorities, transport operators and other organisations



EveningStandard. 

London buses will be unable to break speed limit in drive to improve road safety

MATTHEW BEARD | TRANSPORT EDITOR |
Friday 18 July 2014 08:51 |  35 comments

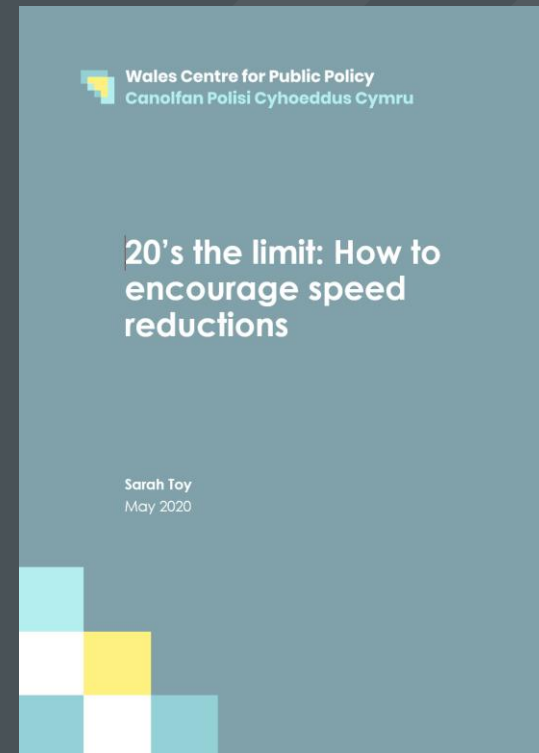
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Promotion and Communications

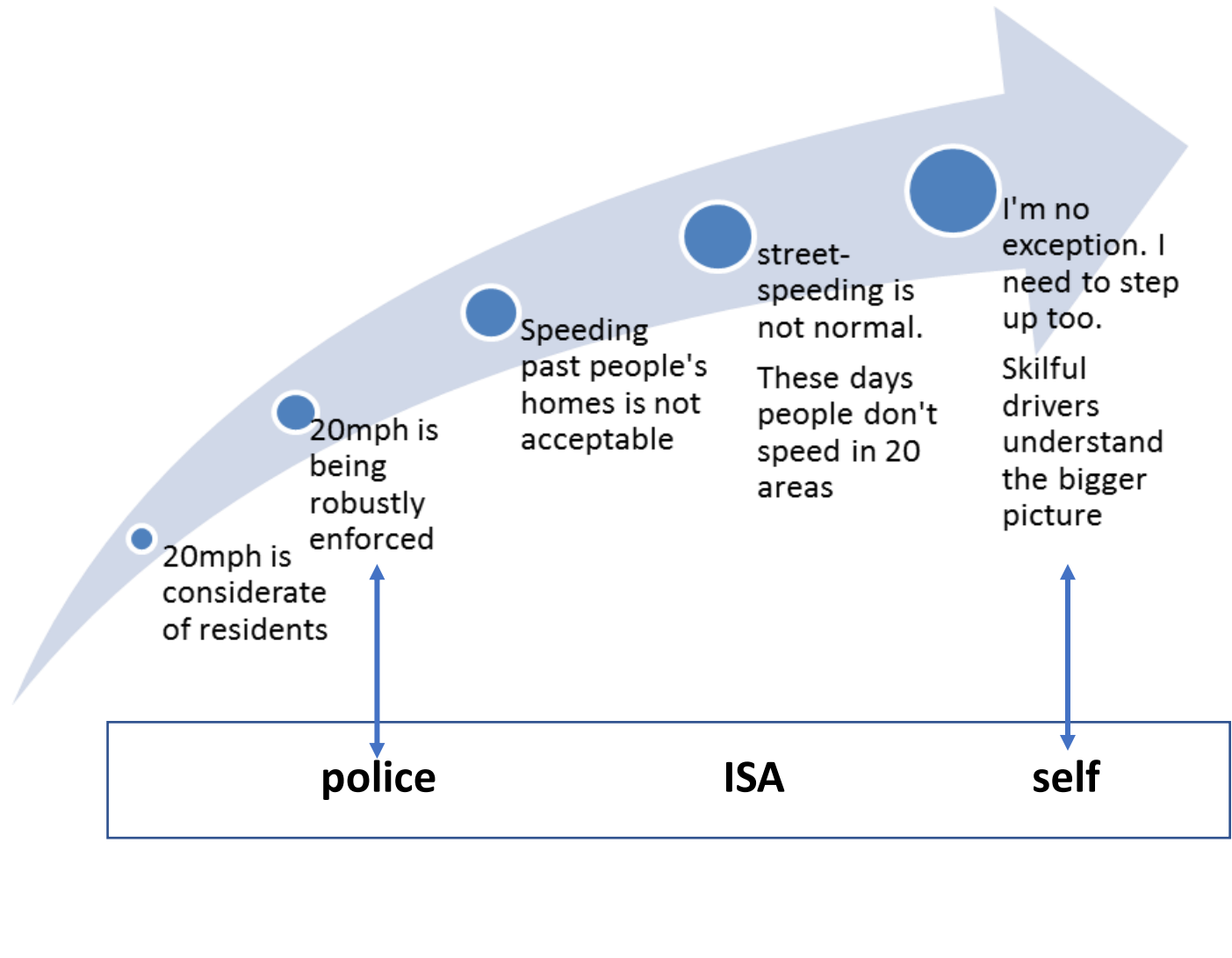
- Phased national campaign
 - Warm-up pre-legislation
 - Launch and implementation
 - Compliance campaign (2023-25)
 - Benefits (2025 onwards)
- Providing framework and support for local consultation
- Strategy supported by independent WCPP report



Compliance

Communications strategy to change driver behaviour

Communications underpinned by...



Meanwhile in England

You suggest that a default 20mph speed limit might be the answer...

I'm afraid that we have no plans to legislate for such a change.



Councillor Waseem Zaffar MBE JP
Cabinet Member for Transport & Environment
Birmingham City Council
The Council House
Victoria Square, Birmingham
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Baroness Vere of Norbiton
Minister for Roads, Buses and Places

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Web site: www.gov.uk/dft

Our Ref: MC/291677

12 June 2020

Dear Councillor Zaffar,

Thank you for your letter of 20 May to the Secretary of State welcoming the announcement of a £ 2 billion package to create a new era for walking and cycling. I was very interested to learn of Birmingham City Council's plans for the roll-out of more 20mph limits, and I do understand the complexity of signing such a large area.

You suggest that a default 20mph speed limit might be the answer, where street lights marked the presence of a 20mph limit and 30mph limits were signed with repeaters, instead of the other way around.

I am afraid that we have no plans to legislate for such a change. It would have to apply nationally, to avoid the confusion engendered if the significance of street lighting differed in different parts of the country. Evidence from existing areas with 20 mph limits in place suggests that average speeds tend to fall to compliant levels only if previous speeds were already low, around 24 mph. To be effective, such a change would need enforcement and publicity and would put a significant strain on our police forces at a difficult time, and it would not be desirable to introduce a default 20mph limit unless sufficient compliance with the limit could be achieved.

I think, too, that the implications of such a national change would be very large indeed, both for authorities wishing to retain 30mph limits and those wishing to change to a default 20mph. Not only would there be a need to meet the cost of the planning, traffic management and installation of millions of new 20 terminal signs and 30 repeater signs but traffic authorities would need to amend large numbers of traffic regulation orders.

Safety on our roads remains vital at all times. Our immediate focus is on the easing of lockdown restrictions, and the guidance that we have published supports that. Moving forward we will need to consider the road safety interventions that have been paused while we deal with the crisis, as well as any emerging issues that are specific to coming out of lockdown.

It is also sensible that our transport recovery plans look to support our goals to decarbonise and to improve air quality and public health. This takes account of how people's travel habits and preferences have changed as a result of this unprecedented situation, and how we can embed the active travel benefits we are seeing in both our cities and rural communities. The Department is keen to encourage cycling and walking as healthy and environmentally friendly forms of travel that support social distancing. We recognise that these groups are amongst our most vulnerable on the roads so we are working closely with colleagues across the Department to ensure that their safety needs are considered first.

I wish Birmingham City Council every success with the continued roll-out of 20mph limits.

*Yours,
Charlotte*

BARONESS VERE OF NORBITON

Thanks