

Place and Resources Overview Committee

17 December 2020

20mph Speed Limit Approach

For Decision

Portfolio Holder: Cllr R Bryan, Highways, Travel and Environment

Local Councillor(s): N/A

Executive Director: J Sellgren, Executive Director of Place

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Report Status: Public

Recommendation: To continue to follow Department for Transport guidance and criteria for setting speed limits.

Reason for Recommendation: To best ensure speed limit consistency across Dorset and cross border with neighbouring authorities.

1. Executive Summary

- 1.1 Department for Transport (DfT) guidance and criteria are currently followed for setting speed limits across the Dorset Council area. It is believed that all other authorities in the South West Region do the same.
- 1.2 The DfT encourages highway authorities to introduce 20mph limits in urban areas and village streets where “there are or – could be – significant numbers of journeys on foot where pedal cycle movements are an important consideration, and this outweighs the disadvantage of longer journey times for motorised traffic.”

1.3 This report outlines the underlying principles that apply to all speed limits and specifically how these apply to 20mph limits with the aim of informing discussion on Dorset Council approach to setting speed limits.

2. Financial Implications

2.1 None as a direct result of the recommendations of this report. There are costs associated with speed limit changes although they are very much dependent upon the scale and scope of the proposed scheme, so it is not possible to quantify here.

3. Well-being and Health Implications

3.1 DfT guidance states that “Important benefits of 20mph schemes include quality of life and community benefits, and encouragement of healthier and more sustainable transport modes such as walking and cycling”.

4. Climate implications

4.1 DfT guidance states that 20mph schemes may have “environmental benefits as, generally, driving more slowly at a steady pace will save fuel and reduce pollution, unless an unnecessarily low gear is used.”

5. Other Implications

None

6. Risk Assessment

Having considered the risks associated with this decision, the level of risk has been identified as:

Current Risk: Low

Residual Risk: Low

7. Equalities Impact Assessment

Not applicable

8. Appendices

Appendix A – Extract from Department for Transport Circular 01/2013 ‘Setting Local Speed Limits’ – Underlying Principles

Appendix B – Dorset Council’s speed limit overview document

Appendix C - DRAFT 20mph limit principles and criteria – process guide

9. Background Papers

9.1 Department for Transport Circular 01/2013 ‘Setting Local Speed Limits’.

9.2 ACPO Speed Enforcement Police Guidelines 2011-2015: Joining Forces for Safer Roads

10. Report

10.1 Department for Transport (DfT) guidance and criteria for setting speed limits is currently followed by officers when considering/investigating request to change a speed limit. There are underlying principles that apply to all speed limits, a copy of the underlying principles is at Appendix A.

10.2 Dorset Council’s approach is to follow DfT guidance and criteria for setting speed limits. A copy of the current speed limit document is at Appendix B which provides a summary of the DfT guidance.

10.3 Speed limit reductions are usually actioned as a means to improve safety, either because there is evidence of a speed related collision problem or the nature, layout or use of a road has changed due to a highway improvement scheme or development.

10.4 DfT guidance states that the following factors are important when considering what an appropriate speed limit is:

- History of collisions
- Road geometry and engineering
- Road functions (strategic, through traffic, local access etc)
- Composition of road users (including existing and potential levels of vulnerable road users)
- Existing traffic speeds
- Road environment, including level of road-side development and possible impact on residents (e.g. severance, noise, or air quality)

10.5 The above factors should be considered for all road types; however, they may be weighted differently in urban or rural areas. The

impact of speed limit changes on community and environmental outcomes should also be considered.

10.6 The DfT defines a 20mph limit or zone in urban areas as applicable “In streets that are primarily residential and in other town or city streets where pedestrian and cyclist movements are high, such as around schools, shops, markets, playground and other areas, where motor vehicle movement is not the primary function.”

10.7 DfT guidance on setting local speed limits states that it is government policy that a 30mph speed limit should be the norm through villages.

10.8 With regards to 20mph limits in rural villages, DfT guidance states that “It may also be appropriate to consider 20mph limits or zones in built-up village streets which are primarily residential in nature, or where pedestrian and cyclist movements are high. Such limits should not, however, be considered on roads with a strategic function or where the movement of motor vehicles is the primary function.”

10.9 DfT guidance states that speed limit reduction (including 20mph) assessments should include an assessment of the following factors:

- Collision and casualty savings
- Conditions and facilities for vulnerable road users
- Impacts on walking and cycling and other mode shift
- Congestion and journey time reliability
- Environmental, community and quality of life impact (may include emissions, community severance, visual impact, noise, and vibration as well as costs, including engineering, signing, maintenance and costs of enforcement)

10.10 DfT encourages local highway authorities to consider introducing more 20mph over time. DfT guidance on urban speed limit management states “Traffic authorities can, over time, introduce 20mph speed limits or zones on major streets where there are – or could be – significant numbers of journeys on foot where pedal cycle movements are an important consideration, and this outweighs the disadvantage of longer journey times for motorised traffic.

This is in addition to residential streets in cities, towns and villages, particularly where the streets are being used by people on foot and on bicycles, there is community support and the characteristics of the street are suitable.

Where they do so, general compliance needs to be achievable without an excessive reliance on enforcement.”

10.11 It is important to note that Dorset Police’s position on enforcing 20mph limits follows the Association of Chief Police Officer (ACPO) speed enforcement policy guidelines 2011-2015. The ACPO guidance states that the police service position on the enforcement of speed limits (including 20mph) is:

- Appropriate speed limits are supported, so long as they look and feel like the limit giving visiting motorists who wish to conform that chance;
- The desired outcome has to be speeds at the limit chosen so as to achieve safe roads for other and vulnerable users not high speeds and high enforcement;
- Self-enforcing (with reducing features) not requiring large scale enforcement;
- Only introduce where average speeds are already close to the limit imposed (24mph in a proposed 20mph area) or with interventions that make the limit clear to visiting motorists;
- Speeding problems identified in an area must have the engineering, site clarity and need reassessed, not simply a call for more enforcement; and
- Enforcing against drivers who simply misread the road may not be appropriate.

10.12 With regard to 20mph limits, DfT guidance states “It is important to consider the full range of options and their benefits, both road safety and wider community and environmental benefits and costs, before making a decision as to the most appropriate method of introducing a 20mph scheme to meet the local objectives and the road conditions.”

10.13 As with most signed only speed limit changes, vehicle speeds should be at or close to the proposed speed limit change. For 20mph limits DfT guidance suggests that a mean average speed of 24mph or lower would be required for a signed only 20mph limit to be well adhered to.

10.14 The current approach that follows DfT speed limit guidance and criteria offers a clear and objective means of assessing the appropriateness and validity of speed limit change requests.

10.15 DfT guidance offers flexibility in assessing each speed limit change request/proposal for distinct sites of concerns or area wide proposals.

The guidance offers a variety of different reasons and justifications for setting speed limits which can be applied to suit the desired outcome.

10.16 Defining the wanted outcome of a 20mph limit (as with any speed limit change) is key and the DfT guidance and criteria allow for that to happen. For example, a speed limit could be introduced as a means to prevent/reduce road traffic collisions or it could be introduced to encourage/support as increase in active travel (walking and cycling).

10.17 There has been a recent increase in requests for 20mph limits and zones across the Dorset Council area. It has been noted that the information on 20mph limits in the current overview document (Appendix B) could be clearer to better enable communities to understand the principles and criteria of setting 20mph limits. In recognition of this a draft '20mph limit principles and criteria' document has been produced. The principles reflect DfT guidance for setting local speed limits and offer a means for officers to assess and prioritised requests objectively. A copy of this draft document is at Appendix C.

11. Conclusion and Recommendation

11.1 That having considered the contents of the report that DfT guidance and criteria for setting 20mph limits continue to be followed.

11.2 Adhering to DfT criteria best ensures speed limit consistency across Dorset and cross border with neighbouring authorities. It is understood that all other local authorities in the south west region follow DfT guidance for setting speed limits.

11.3 In light of the increase in demand for 20mph limits, an information document be developed to provide a clear guide to communities on the principles and criteria for 20mph limits and to enable officers to assess and prioritise requests objectively. An initial draft is at Appendix C.

Footnote:

Issues relating to financial, legal, environmental, economic and equalities implications have been considered and any information relevant to the decision is included within the report.

Appendix A – Extract from Department for Transport circular 01/2013 ‘Setting Local Speed Limits’ – The Underlying Principles of Local Speed Limits

Key points

The Highways Agency is responsible for determining speed limits on the trunk road network. Local traffic authorities are responsible for determining speed limits on the local road network.

It is important that traffic authorities and police forces work closely together in determining, or considering, any changes to speed limits.

The full range of speed management measures should always be considered before a new speed limit is introduced.

The underlying aim should be to achieve a ‘safe’ distribution of speeds. The key factors that should be taken into account in any decisions on local speed limits are:

- history of collisions
- road geometry and engineering
- road function
- composition of road users (including existing and potential levels of vulnerable road users)
- existing traffic speeds
- road environment

While these factors need to be considered for all road types, they may be weighted differently in urban or rural areas. The impact on community and environmental outcomes should also be considered.

The minimum length of a speed limit should generally be not less than 600 metres to avoid too many changes of speed limit along the route.

Speed limits should not be used to attempt to solve the problem of isolated hazards, such as a single road junction or reduced forward visibility, for example, at a bend.

Background

Responsibility for local speed limits

21) The Highways Agency is responsible for determining speed limits on the trunk road network, and local traffic authorities are responsible for determining speed limits on the local road network. In this Circular, the term 'traffic authority' is used to denote both the Highways Agency and local traffic authorities.

22) It is important that traffic authorities and police forces work together closely and from an early stage when considering or determining any changes to speed limits. This may be through the local road safety partnership arrangements. It is also important that neighbouring traffic authorities work closely together, especially where roads cross boundaries, to ensure speed limits remain consistent. As part of the process of making a speed limit order, consultation of those affected is of key importance and, together with good information about planned changes, this will improve support for and compliance with new limits.

The legislative requirements are summarised in Section 4.

Considerations in setting local speed limits

23) A study of types of crashes, their severity, causes and frequency, together with a survey of traffic speeds, should indicate whether an existing speed limit is appropriate for the type of road and mix of use by different groups of road users, including the presence or potential presence of vulnerable road users (including people walking, cycling or riding horses, or on motorbikes), or whether it needs to be changed. Local residents may also express their concerns or desire for a lower speed limit and these comments should be considered.

24) Where limits for air quality are in danger of being exceeded, compliance with those air quality limits could be an important factor in the choice of speed limit. But depending on the individual circumstances the imposition of a speed limit will not always be the solution. And the visible characteristics of a road affect the speed that a driver chooses: to be effective, the reasons for a limit need to be apparent.

25) It may well be that a speed limit need not be changed if the collision rate can be improved or wider quality of life objectives can be achieved through other speed management measures, or other measures. These alternative measures should always be considered before proceeding with a new speed limit.

26) Where there is poor compliance with an existing speed limit on a road or stretch of road the reasons for the non-compliance should be examined before a solution is sought. If the speed limit is set too low for no clear reason and the risk of collisions is low, then it may be appropriate to increase the limit.

If the existing limit is in place for a good reason, solutions may include engineering measures or changes to the road environment to ensure it better matches the speed limit, or local education and publicity. Enforcement may also be appropriate, but should be considered only after the other measures and jointly with the police force.

The underlying principles

27) The aim of speed management policies should be to achieve a safe distribution of speeds consistent with the speed limit that reflects the function of the road and the road environment. This should imply a mean speed appropriate to the prevailing road environment, and all vehicles moving at speeds below or at the posted speed limit, while having regard to the traffic conditions.

28) The estimated collision and injury savings should also be an important factor when considering changes to a local speed limit. Another key factor when setting a speed limit is what the road looks like to the road users. Drivers are likely to expect and respect lower limits, and be influenced when deciding on what is an appropriate speed, where they can see there are potential hazards, for example outside schools, in residential areas or villages and in shopping streets.

29) A principal aim in determining appropriate speed limits should, therefore, be to provide a consistent message between speed limit and what the road looks like, and for changes in speed limit to be reflective of changes in the road layout and characteristics.

30) The following will be important factors when considering what is an appropriate speed limit:

- history of collisions, including frequency, severity, types and causes
- road geometry and engineering (width, sightlines, bends, junctions, accesses and safety barriers and so on)
- road function (strategic, through traffic, local access et cetera)
- composition of road users (including existing and potential levels of vulnerable road users);
- existing traffic speeds
- road environment, including level of road-side development and possible impacts on residents (e.g. severance, noise, or air quality)

While these factors need to be considered for all road types, they may be weighted differently in urban or rural areas. The impact on community and environmental outcomes should also be considered.

31) Before introducing or changing a local speed limit, traffic authorities will wish to satisfy themselves that the expected benefits exceed the costs. Many of the costs and benefits do not have monetary values associated with them, but traffic authorities should include an assessment of the following factors:

- collision and casualty savings
- conditions and facilities for vulnerable road users
- impacts on walking and cycling and other mode shift
- congestion and journey time reliability
- environmental, community and quality of life impact

Quality of life impact may include emissions, severance of local communities, visual impact, noise and vibration and costs, including of engineering and other physical measures including signing, maintenance and cost of enforcement.

The speed limit appraisal toolkit, found at section 5, will help assess the full costs and benefits of any proposed schemes.

32) Different road users perceive risks and appropriate speeds differently, and drivers and riders of motor vehicles often do not have the same perception of the hazards of speed as do people on foot, on bicycles or on horseback. Fear of traffic can affect peoples' quality of life and the needs of vulnerable road users must be fully taken into account in order to further encourage these modes of travel and improve their safety. Speed management strategies should seek to protect local community life.

33) In order to ensure compliance with a new lower local limit, as well as make it legally enforceable, it is important that the limit is signed correctly and consistently. The introduction of a new Speed Limit Order must coincide with the signing of the new limit. Traffic Authorities must ensure that speed limits meet the legislative process and the requirements of the TSRGD. Any new limit should also be accompanied by publicity and, where appropriate, effective engineering changes to the road itself. Without these measures, the new limit is unlikely to be fully complied with.

34) On rural roads there is often a difference of opinion as to what constitutes a reasonable balance between the risk of a collision, journey efficiency and environmental impact. Higher speed is often perceived to bring benefits in terms of shorter travel times for people and goods.

However, evidence suggests that when traffic is travelling at constant speeds, even at a lower level, it may result in shorter and more reliable overall journey times, and that journey time savings from higher speed are often overestimated (Stradling et al., 2008). The objective should be to seek an acceptable balance between costs and benefits, so that speed-management policies take account of

environmental, economic and social effects as well as the reduction in casualties they are aiming to achieve.

35) Mean speed and 85th percentile speed (the speed at or below which 85% of vehicles are travelling) are the most commonly used measures of actual traffic speed. Traffic authorities should continue to routinely collect and assess both, but mean speeds should be used as the basis for determining local speed limits.

36) For the majority of roads there is a consistent relationship between mean speed and 85th percentile speed. Where this is not the case, it will usually indicate that drivers have difficulty in deciding the appropriate speed for the road, suggesting that a better match between road design and speed limit is required. It may be necessary to consider additional measures to reduce the larger than normal difference between mean and 85th percentile speeds or to bring the speed distribution more in line with typical distributions. The aim for local speed limits should be to align the speed limit to the conditions of the road and road environment.

37) The minimum length of a speed limit should generally be not less than 600 metres to avoid too many changes of speed limit along the route. In exceptional circumstances this can be reduced to 400 metres for lower speed limits, or even 300 metres on roads with a purely local access function, or where a variable 20 mph limit is introduced, for example outside a school. Anything shorter is not recommended. The length adopted for a limit will depend on the limit applied and also on the conditions at or beyond the end points.

The terminal points of speed limits need to take account of the particular local circumstances, such as steep gradients, sharp bends, junctions, access roads, humpbacked bridges or other hazards, and also good visibility of the signs, and an extension of the speed limit may be needed to ensure this.

38) For consistency within routes, separate assessments should be made for each length of road of 600 metres or more for which a different speed limit might be considered appropriate. When this is completed, the final choice of appropriate speed limit for individual sections might need to be adjusted to provide reasonable consistency over the route as a whole.

39) Occasionally it may be appropriate to use a short length of 40 mph or 50 mph speed limit as a transition between a length of road subject to a national limit and another length on which a lower limit is in force, for example on the outskirts of villages or urban areas with adjoining intermittent development. However, the use of such transitional limits should be restricted to sections of road where immediate speed reduction would cause risks or is likely to be less effective.

40) Speed limits should not be used to attempt to solve the problem of isolated hazards, for example a single road junction or reduced forward visibility such as

at a bend, since speed limits are difficult to enforce over such a short length. Other measures, such as warning signs including vehicle activated signs, carriageway markings, junction improvements, superelevation of bends and new or improved street lighting, are likely to be more effective in addressing such hazards. Similarly, crossings or, in rural areas, the provision of adequate footways can be a more effective means of improving pedestrian safety than lowering a speed limit over a short distance.

41) Where several roads with different speed limits enter a roundabout, the roundabout should be restricted at the same level as the majority of the approach roads. If there is an equal division, for example where a 30 mph road crosses one with a limit of 40 mph, the roundabout itself should take the lower limit.

Appendix B – Dorset Council speed limit setting overview

APPROACH TO SETTING SPEED LIMITS

This overview has been prepared to reflect the [Department for Transport's \(DfT\) guidance](#) which seeks a common national approach to setting speed limits.

Priority will be in areas where there are collisions. Speed limits should be evidence led, self-explaining and encourage self-compliance. Indeed, if a speed limit is set in isolation, or is unrealistically low, it is likely to be ineffective and lead to disrespect for the speed limit. Alternative speed management options should always be considered before a new speed limit is introduced; all decisions taken will be evidence based.

URBAN SPEED MANAGEMENT

The table below shows a summary of the criteria for various urban speed limits.

Table 1 – Speed limits in urban areas – summary

Speed limit (mph)	Where speed limit should be considered:
20 (including 20 mph zone)	In streets that are primarily residential and in other town or city streets where pedestrian and cyclist movements are high, such as around schools, shops, markets, playgrounds and other areas, where motor vehicle movement is not the primary function
30	In other built-up areas (where motor vehicle movement is deemed more important), with development on both sides of the road
40	On higher quality suburban roads or those on the outskirts of urban areas where there is little development, with few cyclists, pedestrians or equestrians. On roads with good width and layout, parking and waiting restrictions in operation and buildings set back from the road.

	On roads that, where possible, cater for the needs of non-motorised users through segregation of road space and have adequate footways and crossing places.
50	On dual carriageway, ring or radial routes or bypasses that have become partially built up, with little or no roadside development.

20mph Speed Limits

- 20mph limits should not be implemented on roads with a strategic function or on a main road. The advice from the Police is that the limits must be self-enforcing.
- The speed of traffic should be naturally at or around 20mph and have mean speeds no greater than 24mph. Where vehicle speeds are substantially higher than this then traffic calming will be required.

20mph Zones

- 20mph zones have similar criteria to 20mph limits but repeater signs are not required. The purpose of a 20mph zone is to create conditions in which drivers naturally drive at 20mph, this usually means substantial traffic calming would be required.
- 20mph zones usually have entrance or “gateway” features to mark the start of the zone.

30mph - street lit areas in towns

- 30mph limits are considered the normal in street lit areas (where there are 3 or more lighting columns not more than 183m apart).
- These areas will demonstrate a high degree of frontage development with pedestrian activity, driveways, junctions, traffic signals and crossings. Generally residential areas and town centres.
- Terminal signs will be positioned as close as practicable to the start of visual development. Where forward visibility is restricted, signs may be extended outwards to meet standard forward visibility requirements.

- Apart from the terminal 30mph signs NO other repeater 30mph signs or road markings are permitted.

40mph

- Generally higher quality suburban roads away from town centres with less frontage development but with side roads, some bends and traffic signals / crossings.

50mph

- In exceptional circumstances where the road environment permits such as ring or radial routes.

Rural Speed Management

Table two below shows the criteria for various rural speed limits.

Table 2 – Speed limits for single carriageway roads with a predominant motor traffic flow function

Speed limit (mph)	Where speed limit should be considered:
60	Recommended for most high quality strategic A and B roads with few bends, junctions or accesses.
50	Should be considered for lower quality A and B roads that may have a relatively high number of bends, junctions or accesses. Can also be considered where mean speeds are below 50mph, so lower limit does not interfere with traffic flow.
40	Should be considered where there are bends, junctions or accesses, substantial development, a strong environmental or landscape reason, or where there are considerable numbers of vulnerable road users

Village 30mph Speed Limit

Where appropriate 30mph is considered the normal in villages.

- The DfT defines a village relating to simple criteria based on the density of frontage development and distance: The density of frontage development should be 20 or more houses with extra allowance for key buildings such as schools and churches, with a minimum of 3 houses per 100m section within the proposed 30mph limit. A preferred minimum length of 600m to avoid too many changes of speed limit along a route.
- 30mph limits are not permitted on country lanes or for covering potential hazards such as bends or “T” junctions outside villages and towns.
- Terminal signs will be positioned as close as practicable to the start of visual development. Where forward visibility is restricted, signs may be extended outwards to meet standard forward visibility requirements.
- Carriageway roundels (a painted “30” marking on the road) can be used in conjunction with “entrance” signs. Repeater roundels will only be considered in exceptional circumstances where signs are obscured and must be accompanied with a sign.

30mph village speed limits are appropriate where the mean speed of vehicles is not greater than 34mph. Where speeds are higher, or if the village criteria are not met, a reduction to 40mph may be more appropriate particularly on the approach to villages where properties may be situated beyond the main core of the village. These should be limited in use and consideration should first be given to speed reduction measures such as warning signs or carriageway narrowing with lines. Roads, where reduction to 40mph from the national speed limit may be appropriate, should have some frontage development with driveways or have other key building such as schools or churches. Sporadic development or isolated groups of houses should only be considered if the criteria are met.

40, 50 or 60mph speed limit?

The national speed limit on the rural road network is 60mph on single carriageway roads and 70mph on dual carriageways. Rural single carriageway roads are split into two categories in relation to their function:

- **Upper tier roads** – Roads catering for primary through traffic typically, but not necessarily, “A” and “B” class roads. Here the speed limit can be 60 or 50mph
- **Lower tier roads** – Roads with a local access function where quality of life issues are important typically C and Unclassified roads. Here the speed limit can be 50 or 40mph.

Traffic Signs Regulations and General Directions (TSRGD) 2016

April 2016 saw a relaxation in the regulations that surround the signing of speed limits.

[Traffic Signs Regulations and General Directions \(TSRGD\) 2016](#) gives local highway authorities greater flexibility regarding the signing of speed limits.

Previous regulations were very prescribed and strict. The regulations now do not prescribe how many speed limit terminal or repeater signs are required.

Standard practice for the Council will be to install two (one on either side of the road) speed limit terminal signs for the entry into a reduce speed limit with consideration being available for only using one terminal sign if the road layout does not allow for two.

The relaxations allow the Council to consider only having one terminal sign when entering a higher speed limit.

The relaxations also allow the Council to be more flexible on how many repeater signs are required. Previous regulations prescribed a set minimum number of repeater signs based upon the length of a speed limit. TSRGD 2016 does not provide a number for required repeater signs. Technically this means that no repeaters are required however the Council recognises that to have no (zero) speed limit repeater signs would not be reasonable in all cases but it does allow us to be more flexible and pragmatic about where repeaters signs would be most appropriate.

Appendix C - DRAFT 20mph limit principles and criteria – process guide

20mph limits – A guide to principle and process

The Department of Transport has encouraged highway authorities to introduce 20mph limits in urban areas and village streets that are primarily residential.

Dorset Council supports in principle the introduction of 20mph speed limits and zones where appropriate to do so.

For speed limit changes to be considered by Dorset Council a formal request should be received from either the local Dorset Councillor and/or the parish/town council.

This overview sets out the background to such limits and the criteria that the Council will use to consider whether to introduce such limits and how potential schemes would be prioritised across the county.

Department for Transport (DfT) criteria underpins all speed limit reduction requests. The main reference document is [DfT circular 01/2013 'Setting Local Speed Limits'](#).

Threshold criteria for initial consideration of potential 20mph limits/zones

The Council will evaluate schemes against this methodology on a location by location basis.

Unless in exceptional circumstances, locations will not be considered for 20mph schemes where any of the following apply:

- 1. they are on A or B class roads;**
- 2. they have existing mean speeds above 30 mph;**
- 3. there is no significant community support as assessed by the local County Councillor.**

In assessing community support, Councillors should review the views of town/parish councils and local residents' views.

Locations will then only be considered for 20 mph limits or zones if two out of three of the following criteria are met:

- 1. current mean speeds are at or below 24 mph;** unless in exceptional circumstances towns/parish councils should pay for traffic surveys to take place.
- 2. there is a depth of residential development and evidence of pedestrian and cyclist movements within the area;**
- 3. there is a record of injury accidents (based on police accident data) within the area within the last five years.**

Locations within conservation areas and other areas of high visual amenity will not normally be considered suitable for sign only 20mph limits unless there will be minimal adverse visual impact. In these areas any 20mph restrictions will normally be through 20mph zones.

Dorset Council aims to ensure that any 20mph schemes have the maximum benefit for the affected communities. The promotion of healthier lifestyles, sustainability benefits, improvements to the social interaction and economic wellbeing of an area are important considerations alongside reduction of accidents or traffic speeds. With these factors in mind a Priority Criteria Matrix incorporating these factors will be used to prioritise schemes using a scoring and weighting mechanism. A copy of the matrix is shown in Annex A.

Prioritising criteria

Assuming a potential scheme meets the requirements at Section 3 there is a need for a mechanism to prioritise these for consideration to be funded from budgets that may be available from the Council.

The Council aims to ensure that any 20mph schemes have the maximum benefit for the affected communities. The promotion of healthier lifestyles, sustainability benefits, improvements to the social interaction and economic wellbeing of an area are important considerations alongside reduction of accidents or traffic speeds. With these factors in mind a priority criteria matrix incorporating these factors will be used to prioritise schemes using a scoring and weighting mechanism. A copy of the matrix is shown below.

For each priority criterion, the score allocated will be multiplied by the weighting against that criterion to give a weighted score. The total priority score for the proposal will be the total of the weighted scores. The higher the total score, the higher the priority.

Priority Criteria Matrix – 20mph limit

Criterion	Definition	Low score (0-3)	Mid score (4-7)	High Score (8-10)	Weighting (1-5)
Injury collision history	Relevant fatal or injury collision recorded by the police	No collision recorded within last five years	1-3 collisions recorded within last five years	4+ collision recorded within last five years	5
Conservation area	Designated conservation area by Dorset Council	No designated area with little architectural or historic interest	Not designated but with some architectural and historic interest	Designated conservation area	2
Deprived areas	Index of multiple deprivation (IMD). National ranking (2010) by Lower Super Output Area (LSOA). IMD includes a range of economic, social and housing indicators into a single for one area.	25,000+	10,000 – 25,000	0 to 10,000	3
Police support	The formal view from Dorset Police Road Safety Officers on any scheme	Objection of little support	Some support but with reservations	Full support	2