

# Place and Resources Overview Committee

## 6 October 2022

### 20mph Speed Limit Approach

#### For Recommendation to Cabinet

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

**Local Councillor(s):** All

**Executive Director:** J Sellgren, Executive Director of Place

Report Author: Tony Burden  
Title: Road Safety Manager  
Tel: 01305 224165  
Email: [tony.burden@dorsetcouncil.gov.uk](mailto:tony.burden@dorsetcouncil.gov.uk)

**Report Status:** Public

#### **Brief Summary:**

Department for Transport (DfT) guidance and criteria are currently followed for setting speed limits across the Dorset Council area.

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.”

This report outlines the underlying principles that apply to all speed limits and specifically how these apply to 20mph limits with the aim of setting a standard approach to setting and implementing 20mph limits for Dorset Council.

There have been two previous committee hearings on the subject, the first on the 17 December 2020 and the second on the 21 April 2022.

At the 17 December 2020 committee hearing the decision was made to follow DfT guidance for setting speed limits and to further develop guidance on the principles, criteria, and process document, thus enabling officers and members to assess and prioritise requests objectively: returning the updated version to committee for approval.

At the 21 April 2022 committee hearing the decision was made to set up a task and finish group to review the updated policy wording and propose new wording, with a report to be brought back to committee at an appropriate time.

The task and finish group met on 5 July 2022 where it was acknowledged that in the intervening period there had been several positive changes made to the policy. These changes include the removal of all references to A & B classification roads and removal of the need to demonstrate exceptional circumstances which allows for a more streamlined policy that is ambitious and more able to take account of the rural nature of the county.

The group acknowledged the recent 20mph legislative changes made in Wales and that there was a desire among some sections of the community to take a similar approach in Dorset. Whilst continuing to develop an ambitious approach to delivering additional 20mph schemes it was noted that the policy aims to strike a realistic balance between the competing needs and views of the community and the fact that there are no similar legislative changes planned for England. The meeting expressed the need for Dorset Council to remain cognizant of the latest DfT guidance.

It was also noted that there were no objections from the Police and overall, the revised policy was well received by the group.

Further revision has now been made to the policy wording in light of recommendations made at the task and finish group including a change of emphasis to the wording within the criteria to provide a greater recognition of vulnerable road users and local villages.

The policy document is located at Section 8 – Appendices.

**Recommendation:**

- a. To review the policy for setting the principles, criteria, and process for 20mph schemes.
- b. To support the policy and recommend it to Cabinet for approval.

**Reason for Recommendation:**

To ensure speed limit consistency across Dorset.

**1. Report**

1.1 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, an extract of the underlying principles and the full guidance are contained within appendices.

1.2 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.

1.3 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)

1.4 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.

1.5 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.”

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

1.7 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.”

1.8 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)

1.9 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.”

1.10 Dorset Council have previously installed several 20mph schemes and are committed to introducing more schemes as part of the new policy.

1.11 Dorset Police would look to support any initiatives that proved to decrease irresponsible or dangerous driving and had a significant impact on road casualties. It is important to note that Dorset Police’s position on enforcing 20mph limits follows the National Police Chief’s Council (NPCC) speed enforcement policy guidelines 2011-2015. The NPCC guidance can be found in the appendices and 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.

1.12 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.”

1.13 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.

1.14 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.

1.15 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.

1.16 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 an increase in active travel (walking and cycling).

1.17 Within the policy there is advice to enable communities to fund the installation of a 20mph scheme where the request does not reach sufficient priority to allow funding from the capital programme. There are a series of additional qualifying criteria a community would have to satisfy, and these are contained in the guidance.

## **2. Financial Implications**

2.1 Costs associated with 20mph schemes will be dependent upon the scale and scope of particular schemes. A relatively simple scheme involving only lines and signs could be delivered in the region of £5K, a far more complex scheme with traffic calming measures would be considerably more expensive for example in 2015 the Westham zonal scheme cost approx. £66k. Inflation and material costs have increased since that time.

2.2 It is proposed to allocate an initial £75k of LTP budget per annum to the delivery of 20mph schemes, focused on the highest priority schemes. It will take time to fully assess the full budgetary requirements and a review after the first year of implementation will be required to establish if further funding is required. There is

an option for any very large-scale priority schemes to potentially receive separate funding from the LTP budget but would need to be prioritised using the standard LTP scheme prioritisation process.

2.3 Local Town/Parish Councils will also have the opportunity to self-fund lower priority schemes that would not be delivered as part of the high priority Dorset Council programme, provided that they meet the essential criteria.

### **3. Climate Implications**

3.1 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.”

3.2 Providing low speed in low traffic areas also promotes increased walking and cycling.

### **4. Well-being and Health Implications**

4.1 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”. The importance of this has been picked up as a key issue in the recently published LTN 1/20 Cycle Design standards.

### **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**

7.1 The policy takes account of vulnerable road users including children and the elderly. This starts at the application stage when local parish or town council are required to identify these concerns, and these risks will be considered throughout

the decision making process. Adoption of the policy is likely to have a positive impact on vulnerable road users.

## **8. Appendices**

8.1 20mph Policy – A guide to principles, criteria, and process - attached

8.2 20mph process flowchart - attached

8.3 Extract from DfT Circular 01/2013 'Setting Local Speed Limits' – Underlying Principles -attached

8.4 Dorset Council's speed limit overview document  
[Our approach to setting speed limits - Dorset Council](#)

8.5 DfT Circular 01/2013 'Setting Local Speed Limits'  
[Setting local speed limits - GOV.UK \(www.gov.uk\)](#)

8.6 ACPO Speed Enforcement Police Guidelines 2011-2015: Joining Forces for Safer Roads  
[Microsoft Word - Speed Enforcement Guidance ACPO 2011 2015 May 2013 Internet \(npcc.police.uk\)](#)