

CARLISLE HIGHWAYS AND TRANSPORT WORKING GROUP
Meeting date: 12 April 2022
From: Executive Director – Economy and Infrastructure

IMPLEMENTING 20MPH SPEED LIMITS OR ZONES

1.0 EXECUTIVE SUMMARY

- 1.1 *The purpose of this information report is to update members on the application of 20mph speed limits and zones and the Service Procedure entitled “Implementation of 20mph speed limit or zones”.*
- 1.2 *Members are asked to note the way forward for new requests for 20mph schemes and the cost and resource implications to be considered.*

2.0 STRATEGIC PLANNING AND EQUALITY IMPLICATIONS

- 2.1 *The allocation of devolved funding allows for consideration of local priorities enabling funding to meet local aspiration’s and relating directly to supporting delivery of Community Strategy and the following Council Plan outcomes;*
- *people in Cumbria are healthy and safe*
 - *places in Cumbria are well connected and thriving*
 - *the economy in Cumbria is growing and benefits everyone*
- 2.2 *There are no equality implications arising out of this report.*

3.0 RECOMMENDATION

- 3.1 *That Members note the report and Service Procedure, No. 09/035, entitled Implementation of 20 mph Speed Limit or Zones, which is attached as Appendix 1 and note that any new requests for 20mph speed limits should be considered by the Traffic Management Team Leader in discussion with the Divisional Elected Member and the Casualty reduction and Safer Highways (CRASH) group.*

4.0 BACKGROUND

- 4.1 All speed limits are considered in line with national guidance from the Department for Transport (DfT) through Transport Circular 01/2013 '*Setting Local Speed Limits*'.
- 4.2 The Setting Local Speed Limits circular gives guidance to local authorities on how to set local speed limits on single and dual carriageways in urban and rural areas. It is designed to help explain why and how local speed limits are determined.
- 4.3 A key point set out within the circular is that "*Speed limits should be evidenced and self-explaining and seek to reinforce people's assessment of what is a safe speed to travel. They should encourage self-compliance. Speed limits should be seen by drivers as the maximum rather than a target speed.*"
- 4.4 Over the last few years there have been an increasing number of requests for consideration of 20mph speed limits across Cumbria. It was considered that a County-wide approach to 20mph speed limits and zones was needed to be set out in the form of a Service Procedure. Please note however that there is no policy for introducing 20mph speed limits for the County and all requests are considered on their own merits with consideration of the DfT national guidance as above and discussion with the Police through the Casualty Reduction and Safer Highways (CRASH) group.
- 4.5 A Service Procedure entitled *Implementation of 20mph Speed Limits or Zones* was written in line with national guidance from the DfT referenced above. A copy of the Service Procedure, numbered 09/035, which was effective from May 2018, has been attached as Appendix 1 to this report.
- 4.6 The Service Procedure sets out the background for 20mph Speed Limits or Zones as per below:
 - 4.6.1 20 mph zones – these consist of traffic calming measures and roundel road markings at regular intervals, so that no point within a zone is more than 50 metres from such a feature. In addition, the beginning and end of a zone is indicated by a terminal sign but there is no repeater signing within the zone. Zones usually cover a number of roads.
 - 4.6.2 20 mph speed limits – these are signed with terminal signs, at least one repeater sign and may not be supported by traffic calming measures.
- 4.7 Traffic calming measures have to be carefully considered as there can be several different types such as gateway features, rumble effects, horizontal features e.g. chicanes or narrowing's and vertical features e.g. speed cushions or humps. Traffic calming features have to be considered extremely carefully for their effect on road users such as emergency services and buses. Traffic calming features can cause increased noise from the vertical deflection of vehicles or through accelerating and braking approaching the features. Many traffic calming features are significant in cost and should be considered when looking at available budgets for improvement schemes.
- 4.8 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. This may, for example, be on roads that are very narrow, through

engineering or on-road car parking. 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.

- 4.9 A successful 20mph scheme, either a zone or limit, should be self-enforcing and should not require additional Police enforcement.
- 4.10 It is specified within the attached Service Procedure that 20 mph zones and speed limits will **only** be implemented:
 - 4.10.1 Where speeds are already at or below 24mph. Where the mean or average speeds are higher than 24mph then physical measures such as traffic calming may be introduced, if appropriate to achieve this.
 - 4.10.2 Within residential or distinct shopping areas
 - 4.10.3 On roads which are outside main residential areas and where they are located by a school.
- 4.11 There are a number of steps that will need to be followed upon receipt of a new 20mph scheme request;
 - 4.11.1 Assessment of existing speeds and driver behaviour for an evidence-based approach to determine if a 20mph scheme is appropriate / suitable
 - 4.11.2 Consideration of extent of scheme, 20mph speed limit or zone, types of traffic calming if applicable
 - 4.11.3 Consideration by the HTWG and Local Committee as well CRASH group including the Police
 - 4.11.4 Allocation of funding in consideration of the current programming of works
 - 4.11.5 Traffic Regulation Order to implement a new speed limit including informal consultation within the local community and the legal process including statutory advertising and consultation with reporting to Local Committee for a decision.
- 4.12 All 20 mph schemes that are to be progressed will be required to be subject to extensive consultation and engagement with local communities and other stakeholders e.g. the police, to explore the likely success of the proposed 20mph zone or limit before it is implemented.
- 4.13 It is requested that Members note this report for information and the attached Service Procedure which is attached as Appendix 1. Where a request for 20mph consideration is received it is recommended that Members liaise directly with the Traffic Management Team Leader for Carlisle as to how initial consideration can be given within the existing programme of works and resources available.

5.0 OPTIONS

- 5.1 Members note the report for information and the implications on both staff resources, programmes of works and available budgets.

6.0 RESOURCE AND VALUE FOR MONEY IMPLICATIONS

- 6.1 There are no direct resource implications arising from the recommendation to note this report.
- 6.2 Any proposals for 20mph speed limits or zones schemes that may be brought forward would need to include consideration of any resource implications.

7.0 LEGAL IMPLICATIONS

- 7.1 This report is for information only.
- 7.2 Members are asked to note that there may be Legal Implications if any schemes include the provision of road humps and speed tables
- 7.3 Section 90A of the Highways Act 1980 empowers a local highway authority to construct road humps (to include a raised crossing point or speed table) in accordance with the Highways (Road Humps) Regulations 1999, on roads with a speed limit of 30 mph or less (or must otherwise be authorised by the Secretary of State).
- 7.4 Section 90G of the Highways Act 1980 empowers highway authorities to construct traffic calming works in any highway which they maintain at public expense, in accordance with the Highways (Traffic Calming) Regulations 1999.
- 7.5 Members are also asked to note that there may be Legal Implications for any 20 mph which require the introduction of a Traffic Regulation Order. These will be specified in any follow-up reports to the Working Group.

8.0 CONCLUSION

- 8.1 This report provides information on the service procedure 09/035 entitled “Implementing 20mph speed limits or zones” and the implications any schemes Members may receive in the future.
- 8.2 Members are asked to note the content of the report.

Angela Jones
Executive Director – Economy and Infrastructure

21 March 2022

APPENDIX

Appendix 1 Service procedure 09.035 Implementing 20mph speed limits or zones

IMPLICATIONS

Electoral Divisions: All Carlisle

Executive Decision

	No
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Key Decision

	No
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If a Key Decision, is the proposal published in the current Forward Plan?

		N/A
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Is the decision exempt from call-in on grounds of urgency?

	No
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If exempt from call-in, has the agreement of the Chair of the relevant Overview and Scrutiny Committee been sought or obtained?

		N/A
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Has this matter been considered by Overview and Scrutiny?
If so, give details below.

	No
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Has an environmental or sustainability impact assessment been undertaken?

	No	
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Has an equality impact assessment been undertaken?

	No	
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PREVIOUS RELEVANT COUNCIL OR EXECUTIVE DECISIONS
[including Local Committees]

None

CONSIDERATION BY OVERVIEW AND SCRUTINY

Not considered by Overview and Scrutiny.

BACKGROUND PAPERS

None

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