



SERVICE PROCEDURE

IMPLEMENTATION OF 20mph SPEED LIMITS OR ZONES

NUMBER: 09/035

SHEET NO: Page 1 of 2

ISSUE NO: 1

EFFECTIVE DATE FROM:
16th MAY 2018

ORIGINATOR: AW

APPROVED: AB

AMENDMENT

No.	DATE	REASON FOR CHANGE	MADE BY

Introduction

Speed restrictions of 20mph in lit urban areas can have positive influence on the quality of life, safety, environment and the local economy. The restrictions are split into two categories

- 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.
- 20 mph speed limits – these are signed with terminal signs, at least one repeater sign and are not supported by traffic calming measures.

These zones and speed limits will only be implemented where the speed is already at or below 24 mph (if not then physical measures such as traffic calming may be introduced, if appropriate to achieve this), and are to be within residential or distinct shopping areas.

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.

A successful 20mph scheme should be self-enforcing and should not require additional Police enforcement.

This service procedure should be read in conjunction with service procedure 09/034 Traffic Regulation Orders. Officers should consider the 85th percentile speed to determine whether this would be the case.

Part time advisory 20mph speed limits will only be established on roads outside main residential areas and where they are located by a school.

The implementation of any scheme would be dependent on funding being available.

20mph Zones

These are used mainly in urban area, in the vicinity of schools, and both town centres and residential areas. They are also effective around other areas where pedestrian or cyclist traffic will be high such as playgrounds, markets and shops.

The zone will be indicated by entry and exit signs (TSRGD diagrams 674 and 675) and at no point should the zone be further than 50 metres from a traffic calming feature (unless in a cul-de-sac less than 80 metres long) i.e. as defined in the traffic calming regs 1999 and subsequent guidance such as traffic signs review signing the way 2011.



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20mph speed Limits

These generally only lead to small reductions in traffic speed and rely on existing low speed traffic. This existing low speed could be due to narrow road or on street parking. They are signed with a terminal and at least one repeater sign. Traffic calming is not necessarily required however schemes work best where natural traffic calming occurs.

Implementation

We will only establish 20mph speed limits / zones within the priorities of the Local Committees as follows:

- If the average speed is already at or below 24 mph, if not then physical measures such as traffic calming may be introduced to achieve this.
- Are to be within residential or distinct shopping areas.
- On roads which are outside main residential areas and where they are located by a school.

These will all 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.

If the officer is sufficiently satisfied that the above can be achieved then the speed zone/limit should be implemented, if funding is available, as outlined in service procedure 09/034 Traffic Regulation Orders.

Reference

DfT Transport Circular 01/2013