



Dorset
Council

Tony Burden
Road Safety Manager
tony.burden@dorsetcouncil.gov.uk



20mph Policy

Session purpose:

- Outline the aims of the policy
- Discuss the main points for consideration for a Town/Parish Council
- Try and answer any questions



Aims of 20mph Policy

Dorset Council aims to ensure that 20mph schemes have the maximum benefit for the affected communities, such as:

- improving quality of life
- the promotion of healthier lifestyles
- sustainability and environmental benefits
- improvements to the social interaction and economic wellbeing of an area

The above points are important considerations alongside:

- reduction of collisions
- regulation of traffic speeds



The routes to a 20mph

1. We will proactively identify and install 20mph schemes as part of highway improvement schemes such as town/village realm enhancements or as a result of a road safety review.
2. We will actively promote the installation of 20mph schemes, where appropriate, on new residential developments.
3. **We will consider 20mph community requests from Town/Parish Councils and Dorset Council Members and this route is the purpose of this session.**



Cabinet Approval, 1st November 2022

- **Members led policy** with two Place and Resources Overview Committee hearings, associated Task & Finish Groups and final Cabinet approval.

*“We worked closely with town and parish councils, our own councillors, and Dorset Police over many months to develop a policy that will work for local areas, enabling schemes that offer the maximum benefit for their communities. The new process brings a consistent approach to dealing with applications for 20mph speed limits or zones, with a policy that is: **implementable** by considering national guidance; **affordable**, placing minimum strain on council budgets; and **enforceable** by the Police. Over the next 12 months we will see what works and what doesn’t and amend the process accordingly.”*

Cllr Ray Bryan, Portfolio Holder, Highways, Travel and Environment press statement

“This was a different way of making policy, we involved town and parish councillors, and we involved other people that had a well-informed interest in this, and it made it take longer, it made it more contentious, but I do believe we got a better policy as a result of that”.

Cllr Sherry Jespersen comment at Cabinet Meeting

- Policy will be taken to **Place and Resources Scrutiny Committee** after 12 months. I am **seeking feedback to identify any difficulties** with the policy so that it can improved. The following slides are aimed at focussing on the questions I have already been asked.



20mph Policy Criteria

A. they are in towns or villages where there is a depth of residential development and high levels of pedestrian and cycle movement or there is a potential for high levels of pedestrian and cycle movement if a 20mph scheme was introduced; they should not be on roads where the movement of motor vehicles is the primary function.

B. **where existing mean speeds provide a realistic opportunity for compliance:** DfT guidance states that 20mph schemes should be self-enforcing. If the mean speed is already at or below 24mph, introducing a 20mph speed limit through signing alone is likely to lead to general compliance with the new speed limit. Mean speeds above 24mph are likely to require additional traffic management or enforcement measures.

C. **there is significant community support;** in assessing community support, the local Ward Member and town/parish councils should consider residents views to best ensure that there is broad consensus.



Criteria A – Part 1

- A. they are in towns or villages where there is a depth of residential development and high levels of pedestrian and cycle movement or there is a potential for high levels of pedestrian and cycle movement if a 20mph scheme was introduced; they should not be on roads where the movement of motor vehicles is the primary function.**
- Guidance from the DfT is that the definition of a village should be based on simple criteria relating to **frontage development** and distance, as shown below: -
 - **20** or more houses; and
 - a minimum length of **600 metres**
 - Where the character of a village falls outside this definition, local authorities are encouraged to use their **discretion** in deciding whether a lower speed limit is appropriate.
 - As a visual message to drivers that they are in a village, a measure of density is needed to give some minimum standard as to the frequency of the houses over the extent of the speed limit. Based on the minimum number of houses and length of speed limit, an average density of at least **3 houses per 100 metres** over the extent of the speed limit is recommended.
 - High levels of pedestrian and cycle movement or there is a potential for high levels of pedestrian and cycle movement is measured using the **Propensity to Cycle Tool**. This is technical tool, and I would not expect a TC/PC to conduct this assessment themselves. The assessment will be completed by my team involving colleagues within Highways but there is an opportunity for a TC/PC to provide observations that the location is well used by pedestrians and cyclists, and this might increase if the reduction was agreed. I recognise that this would be a subjective viewpoint and how this is documented on application is **open to the individual TC/PC to evidence**. If a TC/PC is unable to provide any kind of narrative, then this might mean that there is limited evidence. The aim is to balance this information against the PCT tool, and this should then provide a basis for decision making.



Criteria A – Part 2

A. they are in towns or villages where there is a depth of residential development and high levels of pedestrian and cycle movement or there is a potential for high levels of pedestrian and cycle movement if a 20mph scheme was introduced; **they should not be on roads where the movement of motor vehicles is the primary function.**

Each case will be treated on its merits but as a general rule of thumb it is unlikely that we could agree to a 20mph limit on roads within **hierarchy levels 2, 3 or 4** unless this is counteracted by the location being a **strategic footway (heavy pedestrian area)** as defined by Dorset Council Codes of Practice. It is also likely that these roads would also struggle to meet Criteria B.

DCC Network Hierarchy	Inspection Frequency	Hierarchy Description	Road Type	Detailed Description
Carriageway	2	Strategic Route	National Primary, County Regional and freight routes	Roads forming the strategic backbone of the County's network, catering for Heavy Goods Vehicles and longer distance traffic, connecting the County to adjoining counties and the national road network.
	3	Main Distributor	Heavily trafficked routes, freight and major bus routes.	Roads connecting the larger towns and industrial estates to each other and to the strategic routes
	4	Secondary Distributor	Other heavily trafficked routes	Important links in the network connecting towns and the larger villages
	5	Local Distributor	Roads connecting villages to the distributor road network	Roads within towns and urban areas, and rural roads that connect the larger villages and industrial estates to the distributor road network.
	6	Collector Road	Roads connecting villages to the distributor road network	Roads serving villages and connecting communities and smaller industrial estates to the distributor road network
	7	Minor Collector Road	Minor roads serving hamlets with more than 6 properties	Roads providing access to 6 or more properties in both urban and rural areas
	8	Minor Access Road	Minor roads serving 5 or fewer properties	Roads providing access to 5 or fewer properties and farms 0 some of these may not be surfaced
	9	Unpaved	Highway adopted unpaved/non-metalled surface	
Footway	1	Strategic Footways	Footways within urban areas that contain 10 or more shops or businesses in close proximity and footways that are contiguous with significant supportive community infrastructure, i.e hospitals, schools and major public transport terminals	
	2	Distribution Footways	Footways linked to network sections which contain additional contiguous category 1 footways, or footways that are contiguous to areas of 5	
	3	Secondary Distribution / Busy Local Access Footways	Local pedestrian routes within urban areas; and main pedestrian routes in rural and sub-urban areas with adjoining public amenity infrastructure e.g post office, village shop etc...	
	4	Local Access Footways	Footways providing primary access to groups of 10 or more properties	



Criteria B

B. where existing mean speeds provide a realistic opportunity for compliance: DfT guidance states that 20mph schemes should be self-enforcing. If the mean speed is already at or below 24mph, introducing a 20mph speed limit through signing alone is likely to lead to general compliance with the new speed limit. Mean speeds above 24mph are likely to require additional traffic management or enforcement measures.

- A simple ATC (automatic traffic count) for speed can be requested by a TC/PC for £250+VAT for first site and then £175+VAT for each additional site monitored at the same time in the same area.
- Some local TC/PC's may have requested past surveys for SID or other work so as long as they are no older than 5yrs we may be able to use these past surveys and help to reduce costs.
- Additional traffic management measures can include SID's or other measures such as build outs, visual narrowing, road humps, raised junctions, speed cushions, horizontal deflections, mini-roundabouts, bends and reductions in the width of the carriageway and these will significantly add to the costs.

Please note that the Traffic Signs Regulations and General Directions 2016 advise that if a location already has street lighting there is a need to have 20mph repeater signs and this may be a concern for some communities i.e. clutter.



Criteria C

C. there is significant community support; in assessing community support, the local Ward Member and town/parish councils should consider residents views to best ensure that there is broad consensus.

Members were clear that they wanted an opportunity to develop their own ways to evidence this. Examples of how this can be achieved are:

- ✓ Community meetings documenting a majority for the 20mph
- ✓ Community surveys
- ✓ Petitions



Scoring Matrix

- Scoring Matrix is self explanatory but initial review of current applications has identified difficulties with verifying the **damage only** and **near miss collisions**.
- The under reporting of collisions has always been a fact and even if incidents are reported to Dorset Police there is presently **no requirement to report them to Dorset Council** - DfT guidance only requires injury collisions to be reported to Highways authorities.
- Policy allows the TC/PC to provide evidence of damage only/near miss collisions but they are given a **low weighting value** because of the verification difficulties.
- The **Road Safety Partnership** is now reviewing whether Dorset Police can provide these details.
- In the meantime I would encourage the use of the **Dorset Council non-injury collisions reporting system** which can be found on the website.



Community Funded Schemes

Dorset Council has allocated £75k funding for the highest priority schemes which will be identified using the scoring matrix. This funding is unlikely to meet demand and therefore the policy also includes guidance on community funded schemes.

Key points for consideration:

- Community funded schemes must meet initial criteria
- Community Speed Watch Team (CSW) team to have been active in the community for a minimum of 12 months unless there is clear demonstrable reason why a CSW team cannot not be established
- Clear demonstrable evidence that there is significant community support
- Should physical traffic calming measures be needed, support from Dorset Police and DWFRS is required
- All signage and any engineering measures should be erected/constructed using materials compliant with relevant regulations
- The requirements of the Road Traffic Regulation Act 1984 must be met so that the 20mph scheme is legal
- Full costs of investigation, design and implementation and future maintenance should be met by the town/parish council. Future maintenance being paid for as a single payment commuted sum
- There is a risk of abortive expenditure – the Speed Limit Order process includes unavoidable advertising costs associated with the statutorily required period of public consultation. Should objections to the proposed 20mph scheme be received and upheld by Dorset Council's relevant area Planning Board the scheme may not proceed to installation



Police Enforcement

Police Statement

“We welcome the new streamlined process for communities to apply for a change to a 20mph speed restriction in their area. We have agreed with the local authority that 20mph zones should ‘look and feel’ like 20mph zones including a clear indication you’re entering the area through relevant signage and street furniture.”

*“All of our road safety deployments are carried out based on the level of threat, risk and harm, therefore it is anticipated that the vast majority of our **speed enforcement activity will be in the higher speed restriction areas of the county. Enforcement in 20mph zones will only be carried out when there is a significant risk from continuous high speeds.** We support the need for communities to actively consider the establishment of a Community Speed Watch which will provide data on the levels of increased speed in the area to allow more targeted enforcement.”*



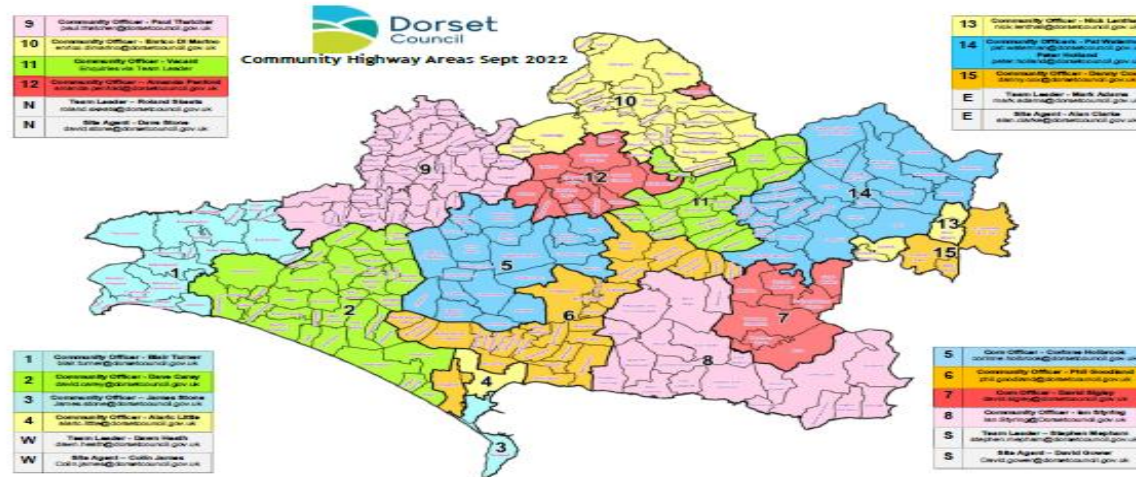
Recent Study

- **Recent Belfast study** showed that 20 mph limits had little impact on long-term outcomes on reducing collisions and casualties unless enforcement or engineering solutions were included in the overall project design.
- **Cornwall** have been the first area to use average speed camera for a 20mph residential location as an alternative to other traffic calming measures such as unpopular speed humps. What threshold to use has been a key question for Cornwall because of the risk of overwhelming the Police but the presence of a camera is the obvious deterrent and would most likely work, however, this is a very expensive option.



Application Guidance

- Guidance can be found on the Dorset Council website [20mph Limits and Zones - Dorset Council](#)
- Your local Community Highways Team can provide guidance and should be the first point of contact. These officers have a key role to play in the assessment process and are the first point of call for highways issues



- The Road Safety Team are also able to assist and can be contacted at roadsafety@dorsetcouncil.gov.uk



Any questions

