

## NORTH LINCOLNSHIRE COUNCIL

### CABINET

## NORTH LINCOLNSHIRE 20MPH SPEED LIMIT POLICY

### 1. OBJECT AND KEY POINTS IN THIS REPORT

- 1.1 To consider and approve a policy for the implementation of 20mph speed limits and zones in North Lincolnshire.

### 2. BACKGROUND INFORMATION

- 2.1 A **20mph limit** is where the speed limit has been reduced but there are no physical measures to reduce vehicle speeds in the area. Drivers are alerted to the speed limit with 20mph signs and repeaters.
- 2.2 A **20mph zone** uses traffic calming measures to reduce the adverse impact of motor vehicles on built up areas. The principle is that the traffic calming slows vehicles down to speeds below the limit and in this way the zone becomes 'self-enforcing'. Speed humps, chicanes, planting and other measures can be used to physically and visually reinforce the nature of the road. There is good evidence that traffic calming measures reduce speed to at least 24mph or less.
- 2.3 To allow for more consistency in the application of speed limits the Department for Transport (DfT) produced guidelines for local authorities to follow when applying speed limits. The government currently advises that 20mph should be self-enforcing.
- 2.4 Guidance from both the Department for Transport (DfT) on implementing a 20mph limit and National Police Chief Council (NPCC) on enforcement, must be observed.
- 2.5 Guidance from the Department for Transport and the National Police Chiefs Council is that both 20mph limits and 20mph zones should be self-enforcing.

### 3. OPTIONS FOR CONSIDERATION

- 3.1 Option 1 – To approve the recommended 20mph speed limit policy and prioritisation criteria.

- 3.1 Option 2 – Approval of the recommended 20mph policy and prioritisation criteria is not given and revised proposals are requested.

#### **4. ANALYSIS OF OPTIONS**

- 4.1 Option 1 – Requests for 20mph limits or zones can be assessed using the policy. Streets meeting the criteria can be then considered for a reduction in speed limit where resources allow. Where demand is greater than the resources available the scheme prioritisation criteria will be used to manage that demand.
- 4.2 Option 2 – Without a policy it would be difficult to implement 20mph limits and zones consistently and in appropriate locations. This could lead to the limits failing to achieve their aim resulting in public dissatisfaction.

#### **5. FINANCIAL AND OTHER RESOURCE IMPLICATIONS (e.g. LEGAL, HR, PROPERTY, IT, COMMUNICATIONS etc.)**

- 5.1 The cost of implementing a 20mph limit will be the consultation, design, and legal costs plus the cost of the new signing.
- 5.2 20mph zones will have a greater degree of engineering measures including speed humps, chicanes, planting, and other measures to change the nature of the road.
- 5.3 There are no other resource implications.

#### **6. OTHER RELEVANT IMPLICATIONS (e.g. CRIME AND DISORDER, EQUALITIES, COUNCIL PLAN, ENVIRONMENTAL, RISK etc.)**

- 6.1 There is clear evidence of the positive effect of reducing traffic speeds has on the reduction of collisions and casualties, as collision frequency is lower and lower speeds. Where collisions do occur, there is a lower risk of fatal injury.
- 6.2 It is recognised that 20mph limits and zones can have a positive impact on pedestrians and cyclists feeling safer, which may in turn encourage more people to use this type of transport.
- 6.3 Lower vehicle speeds can result in lower noise levels and vehicle emissions, however where traffic calming is installed this may increase noise as vehicles brake, go over the feature, and then accelerate again. This may also result in a local increase in vehicle emissions.

7. **OUTCOMES OF INTEGRATED IMPACT ASSESSMENT (IF APPLICABLE)**

7.1 An integrated impact assessment has not been carried out.

8. **OUTCOMES OF CONSULTATION AND CONFLICTS OF INTERESTS DECLARED**

8.1 Consultation with appropriate parties has been undertaken.

9. **RECOMMENDATIONS**

9.1 That the recommended 20mph speed limit policy and accompanying prioritisation criteria for managing demand for 20mph speed limit requests in Appendix 1 be approved by Cabinet.

9.2 That the Cabinet Member be kept informed of progress on delivery of programmes associated with 20mph speed limits.

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**Background Papers used in the preparation of this report – None**

# **North Lincolnshire Council**

## **Economy & Environment**

20mph Speed limit policy

## North Lincolnshire Council

### 20mph Speed Limit Policy

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## **1 Introduction**

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

This policy 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.

## **2 Background**

The Department for Transport (DfT) gives traffic authorities the power to set local speed limits. The DfT Circular 01/2013 "Setting Local Speed Limits" is the key guidance relating to why and how speed limits are determined on local roads.

DfT has asked local Highway Authorities to consider introducing more 20mph limits and zones over time in urban areas and built-up village streets that are primarily residential.

A 20mph limit is where the speed limit has been reduced but there are no physical measures to reduce vehicle speeds in the area. Drivers are alerted to the speed limit with 20mph signs and repeaters.

20mph zones use traffic calming measures to reduce the adverse impact of motor vehicles on built up areas. The principle is that the traffic calming slows vehicles down to speeds below the limit and in this way the zone becomes 'self-enforcing'. Speed humps, chicanes, planting and other measures can be used to physically and visually reinforce the nature of the road. In addition, the beginning and end of a zone is indicated by a terminal sign.

There is clear evidence of the effect of reducing traffic speeds has on the reduction of collisions and casualties, as collision frequency is lower at lower speeds; and where collisions do occur, there is a lower risk of fatal injury.

Benefits of 20 mph schemes include quality of life and other community benefits, and encouragement of healthier and more sustainable transport modes such as walking and cycling. There may also be environmental benefits as, generally, driving more slowly at a steady pace will save fuel and reduce pollution. Unless an unnecessarily low gear is used and/or there is an increase in over braking and accelerating. Walking and cycling can make a very positive contribution to improving health and tackling obesity, improving accessibility, tackling congestion, and reducing carbon emissions and improving local environment.

### **3 Threshold Criteria for Initial Consideration of Potential schemes**

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

**Locations will only be considered for 20 mph limits or zones if any of the following criteria are met:**

1. There is a depth of residential development and evidence of pedestrian and cyclist movements within the area.
2. There is significant community support.

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.

Evidence, insight, and data will drive the need for 20mph on our principal road network (A and B Class Roads), including where the road is significantly built up and mainly residential. All sites will be looked at on a case-by-case basis

### **4 Criteria for Prioritisation of Schemes**

Schemes will need to be prioritised using appropriate criteria – See next page.

## Criteria for Prioritisation of Schemes

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

If opportunities exist to fully fund 20mph schemes from external sources, or as part of a wider project that has already been funded then any 20mph scheme need only meet the requirements of Section 3. If such funding is available only to part fund a 20mph scheme, then this will not affect the prioritisation for any other available council funding for 20mph schemes.

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 road casualties 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. It is recognised that the matrix scoring relies on both objective and subjective judgements.

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. For example:

<b>Criterion</b>	<b>Score given</b>	<b>Weighting</b>	<b>Weighted score</b>
Injury casualty record	9	5	45
Conservation area	5	2	10
Cycling and pedestrians levels which encourages health life styles	9	5	45
Deprived areas	2	3	6
Police support	10	2	20
<b>Total</b>			<b>126</b>



### Priority criteria matrix for 20mph limit

<b>Criterion</b>	<b>Definition</b>	<b>Low score (0-3)</b>	<b>Mid score (4-7)</b>	<b>High score (8-10)</b>	<b>Weighting</b>
<b>Injury collision record</b>	Relevant fatal or injury collisions recorded by the Police within the area	No casualty records over 5 years	1-3 casualties recorded over 5 years	4+ casualties recorded over 5 years	5
<b>Conservation area</b>	Designated conservation area by Planning Authority	No designated area with little architectural or historic interest	Not designated but with some architectural interest	Designated conservation area	2
<b>Cycling and pedestrian levels, which encourage healthy lifestyles</b>	Estimate of current and potential levels, particularly crossing the roads	Little evidence of cycling and pedestrian use or the potential for increased levels. No opportunities to promote cycling and walking for leisure or tourism use or to schools or local amenities.	Some evidence of cycling and pedestrian use and potential for increased levels. Some opportunities to promote because of proximity of tourist offering, schools and local amenities.	High levels of cycling and pedestrian use and good potential for increasing. Likely to be centres of population or tourist areas with amenities, schools or employment centres accessible by walking and cycling.	5
<b>Deprived areas</b>	Index of Multiple Deprivation (IMD). National Ranking by Lower Super Output Area (LSOA). IMD includes a range of	25,000+	10,000-25,000	0-10,000	3

	economic, social and housing indicators into a single score for one area.				
<b>Police support</b>	The formal view of the Police on any scheme	Objection or little support	Some support but with possible reservations	Strong unreserved support	2

### Clarification for scoring matrix

- (1) When considering the conservation criteria the conservation area should be a significant part of the overall area under review. For this criterion, widths of footways should be a consideration in the scoring within the relevant band.
- (2) Officers will provide available factual evidence of the levels of pedestrian and cyclist use where available. This will include data on local school travel plans and implementation, local cycling strategies and Sustrans routes.
- (3) The Deprived Areas criterion is based on Lower Super Output Areas (LSOAs) which are used for the collection and publication of small area statistics and are more uniform in size and nature than electoral wards or divisions.