

## 20 mph Schemes

To: Highways and Transport Committee

Meeting Date: 25 January 2022

From: Steve Cox Executive Director

Electoral division(s): All

Key decision: No

Forward Plan ref: n/a

Outcome: The committee is asked to agree the process associated with 20mph investment.

Recommendation: The committee is asked to

- (i) Approve the establishment of a separate 20mph fund and associated process
- (ii) Agree the prioritisation parameters attached at Appendix 1
- (iii) Agree the establishment of a cross-party Member working group on 20mph schemes

### Officer contact:

Name: Sonia Hansen  
Post: Traffic Manager  
Email: [Sonia.Hansen@cambridgeshire.gov.uk](mailto:Sonia.Hansen@cambridgeshire.gov.uk)  
Tel: 07557812777

### Member contacts:

Names: Councillor Peter McDonald  
Post: Chair  
Email: [peter.mcdonald@cambridgeshire.gov.uk](mailto:peter.mcdonald@cambridgeshire.gov.uk)  
Tel: 07912669092

# 1. Background

## 20mph Policy

- 1.1 The Joint Administration has indicated a desire to implement more 20 mph schemes across the county.
- 1.2 The Council's current 20 MPH policy is that 20mph speed limits may be permitted at sites:
  - where the mean speed of traffic is 24mph or lower
  - where speed reduction features will achieve a mean speed no greater than 24mph
- 1.3 Seven days data from an automatic traffic counting device should be provided. Surveys should be carried out during a 'neutral', or representative, month avoiding main and local holiday periods, local school holidays and half terms, and other abnormal traffic periods.
- 1.4 Implementing a speed limit requires the making of a legal order, which involves a statutory consultation process that requires the Highway Authority to advertise a public notice stating the proposal and the reasons for it. The advert invites the public to formally support or object to the proposals in writing within a 21-day notice period. Should any objections be received then a report would go before Members for decision.

## 20mph Funding

- 1.5 Approximate costs of installation of 20mph speed limits without traffic calming features:

Equipment = £2,000 - £10,000  
Works = £1,500 - £5,000  
Speed limit Order = £1,000  
Total cost = £4,500 - £16,000

Costs will vary depending on the location, number of accesses and the number of signs required. Removal of some existing signage may also be required such as variable messaging school warning signs.

If engineered traffic calming / speed reduction measures are required, then the approximate cost to supply and install four pairs of speed cushions to support speed reduction are set out below which would be in addition to the cost for the speed limit shown above:

Equipment = £5,000 - £11,000  
Works = £3,500 - £6,500  
Traffic Regulation Order = £1,000  
Road Safety Audit = £2,000  
Total cost = £11,500 - £20,500

## Process

- 1.6 The process for a third-party applicant to apply for a 20mph zone will broadly follow that of the existing Local Highway Improvement (LHI) as set out below. It is anticipated it will be a rolling programme for at least 3 - 5 years, with applications yearly to the agreed funding threshold available.
- 1.7 A defined application window for third parties to submit applications for funding will be opened for a period of two - three months, this will be communicated to parishes in advance, and will be separate from the LHI window.
- 1.8 The application form to be submitted will refer applicants to the weighting and scoring methodology officers will use to assess and prioritise their application. Applicants will be asked to provide any data required, such as speed surveys and vehicle counts to support their application. Some parishes will already have this data to hand via housing developer led surveys, the council may hold recent data in some cases due to LHI applications, or the Parish Councils submitting Mobile Vehicle Activated Speed (MVAS) data. Third party data collection can be undertaken directly by the applicants.
- 1.9 Once the application window has closed officers will collate the applications countywide and assess the amount of funding required for each individual project (design & build).
- 1.10 Officers will then score the applications via a prioritisation matrix. It is envisioned that officers will have the delegated authority from members to do this.
- 1.11 Officers will then identify those schemes which can be delivered for the budget available, taking into account the full cost of the scheme including the officer design and project management costs.
- 1.12 Members will be made aware of the proposed prioritised list and consider this at next available committee.
- 1.13 Applicants will subsequently be contacted whether successful or not, and officers will begin detailed design work on the successful applications in cooperation with the applicant and local member.
- 1.14 It is anticipated that the schemes would be packaged together and delivered as a rolling programme countywide to deliver efficiencies via economies of scale.

## Police Position

- 1.15 Given competing priorities, it is likely that the resources available for Police enforcement of any 20 mph schemes introduced would be limited. To be effective, such schemes would need to be generally self-enforcing. 20 mph limits are therefore unsuited to streets where average traffic speeds are high (i.e. mean speeds above 24mph) and where pedestrian/cyclist movements are low (with little potential to increase).
- 1.16 A position adopted for England and Wales by ACPO (Association of Chief Police Officers) – now the NPCC (National Police Chiefs Council) with regard to these is that unless specifically agreed otherwise, police do not lend support to such unless the current mean

traffic speeds are 24mph or less OR proposals are associated with adequate calming (engineering) to render same self-enforcing and largely compliant.

- 1.17 The Department for Transport (DfT) Circular 01/2013 'Setting Local Speed Limits' gives guidance re 20's (Section 6) and in particular, at S.6.1.85 states:-

*'Successful 20 mph zones and 20 mph speed limits are generally self-enforcing, i.e. the existing conditions of the road together with measures such as traffic calming or signing, publicity and information as part of the scheme, lead to a mean traffic speed compliant with the speed limit. **To achieve compliance there should be no expectation on the police to provide additional enforcement** beyond their routine activity, unless this has been explicitly agreed.*

### Impact of 20mph Zones

- 1.18 There is a difference between 20 mph limits, typically covering individual or small numbers of streets and requiring signs only, and 20 mph zones, typically covering larger areas and requiring both signs and markings. Originally, 20 mph zones required traffic calming such as road humps/chicanes, but DfT relaxed this requirement in 2011 in order to reduce costs for traffic authorities, and to avoid the opposition which physical measures can attract (e.g. potential concerns regarding damage to vehicles and increased emergency services response times).
- 1.19 The greatest impact in reducing traffic speeds is delivered by 20 mph zones featuring traffic calming, achieving a reduction in speeds of about 9mph on average. However, the majority of new schemes introduced are now signed only 20 mph limits. These are much more cost effective to implement and can avoid the local opposition which physical traffic calming measures can attract, but generally lead to much smaller reductions in traffic speeds (about 1 mph on average).
- 1.20 Evidence suggests that 20mph schemes that include traffic calming measures to encourage compliance would be expected to reduce road traffic collisions on average by 27%. Schemes with no traffic calming, which see smaller reductions in traffic speeds of around 1mph would only be expected to reduce collisions by 6%.

### Next Steps

- 1.22 Discussions continue with Finance regarding the establishment of a circa. £400k fund for 20mph.
- 1.23 A paper will be brought back to Committee in July with further details on the prioritisation approach and scoring criteria. It is recommended that a cross-party member working group is established to review the current scoring criteria being proposed. The working group will also consider the minimum level of funding required from third parties when making a 20mph application. The working group can then feedback to committee on both the application and prioritisation processes.

1.24 It is expected that the timescales for implementation of the 20mph rolling programme will be as follows; develop approach 2022/23, design schemes 2023/24, implementation 2024/25. A draft flowchart with further information is in Appendix 2. For expediency, (whilst the 20mph application and prioritisation processes are both being agreed, and recruitment specific to the delivery of the 20mph programme is undertaken), it is recommended that any 20mph scheme identified as relatively simple to deliver, could be funded from the 20mph budget. This would only apply if an application had already been made via the 22/23 LHI process, if the scheme has been assessed by officers and the LHI member panel as deliverable, does not require further traffic calming, and would have received funding from the 22/23 LHI budget. Where this occurred within the LHI programme, the next LHI scheme on the list would be promoted in lieu of the one removed, budgets allowing.

## 2. Alignment with corporate priorities

### 2.1 Communities at the heart of everything we do

There are no significant implications for this priority.

### 2.2 A good quality of life for everyone

There are no significant implications for this priority.

### 2.3 Helping our children learn, develop and live life to the full

There are no significant implications for this priority.

### 2.4 Cambridgeshire: a well-connected, safe, clean, green environment

There are no significant implications for this priority.

### 2.5 Protecting and caring for those who need us

There are no significant implications for this priority.

## 3. Significant Implications

### 3.1 Resource Implications

The Resource Implications are detailed within the body of the report paragraphs 1.22-1.24.

### 3.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category.

### 3.3 Statutory, Legal and Risk Implications

There are no significant implications within this category.

- 3.4 Equality and Diversity Implications  
There are no significant implications within this category.
- 3.5 Engagement and Communications Implications  
There are no significant implications within this category.
- 3.6 Localism and Local Member Involvement  
There are no significant implications within this category.
- 3.7 Public Health Implications  
There are no significant implications within this category.
- 3.8 Environment and Climate Change Implications on Priority Areas
- 3.8.1 Implication 1: Energy efficient, low carbon buildings.  
neutral  
Explanation:
- 3.8.2 Implication 2: Low carbon transport.  
neutral  
Explanation:
- 3.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.  
neutral  
Explanation:
- 3.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.  
neutral  
Explanation:
- 3.8.5 Implication 5: Water use, availability and management:  
neutral:  
Explanation:
- 3.8.6 Implication 6: Air Pollution.  
neutral:  
Explanation:
- 3.8.7 Implication 7: Resilience of our services and infrastructure and supporting vulnerable people to cope with climate change.  
neutral:

Have the resource implications been cleared by Finance? Yes  
Name of Financial Officer: Sarah Heywood

Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement? Yes  
Name of Officer: Henry Swan

Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or LGSS Law? Yes

Name of Legal Officer: Fiona McMillan

Have the equality and diversity implications been cleared by your Service Contact?

Yes

Name of Officer: Elsa Evans

Have any engagement and communication implications been cleared by Communications?

Yes

Name of Officer: Sarah Silk

Have any localism and Local Member involvement issues been cleared by your Service Contact? Yes

Name of Officer: David Allatt

Have any Public Health implications been cleared by Public Health?

Yes

Name of Officer: Iain Green

If a Key decision, have any Environment and Climate Change implications been cleared by the Climate Change Officer?

Yes

Name of Officer: Emily Bolton

#### 4. Source documents guidance

##### 4.1 Source documents

The Department for Transport (DfT) Circular 01/2013 'Setting Local Speed Limits'

##### 4.2 Location

[Setting local speed limits - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

## Appendix 1 – Prioritisation Parameters for 20mph Zones

### 20mph Zones – Scoring Criteria

The number of schemes which will be introduced will depend upon available funding.

20mph is appropriate for built-up areas with a depth of residential development or community space where vehicles and vulnerable road users are expected to mix and physically separated provision (e.g. off-road cycle facilities) is not possible.

In assessing community support, officers should review the views of local members, Parish councils and give weight to petitions and local residents' views.

Locations will then only be considered for 20 mph limits or zones if two out of three of the following criteria are met:

1. Current mean speeds are at or below 24 mph
2. There is a depth of residential development or community space (e.g. high street) and evidence of pedestrian and cyclist movements within the area.
3. There is a record of injury collisions (based on police collision data) within the area, over a period of the last five years.

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

The prioritisation criteria for the implementation of 20mph zones/ 20mph limits utilises a weighted point system based on the following criteria:

	<b>Criteria</b>
	Total population/residential properties within area
	Elderly people as a proportion of population
	Schemes which reduce number of injury collisions
	Existing recorded weekday average speed - <i>Applicants to provide us with speed data with application to demonstrate current vehicle speeds, collected over a period of seven days within the last calendar year, by some form of acceptable speed survey equipment.</i>  <i>Greater amount points wise for those schemes which would qualify based on meeting the 24mph or less average - 'quick wins'</i>
	Pupil numbers within proposed 20mph area
	Evidence of Public Support e.g:  Petition(s) received Speedwatch Prior LHI bids Walking buses Local campaigning

	Cost
	Cycling encouragement: e.g., <i>Part of the national cycle network</i> <i>No / limited off-road cycle provision within area</i> <i>Evidence of suppressed demand for active travel</i>
	social amenities such as playgrounds, doctors, nurseries, where there is a demand to access?

## Appendix 2 – 20mph Flowchart

