

Traffic Management Policy Update: 20 mph Speed Limits & Zones

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Traffic Management Policy Update: 20 mph Speed Limits & Zones



- The proposed revisions to the Traffic Management policy incorporate an updated position on 20mph speed limits and zones.
- This will include a mechanism for Parish and Town Councils to request 20mph speed restrictions.
- The revised policy position moves away from considering 20mph speed limits and zones from a purely casualty reduction perspective to one that considers the strategic function of the road, encouraging active and sustainable transport options, an improved road environment and better compliance.



The revised policy builds on:

- **The recommendations from the Task and Finish Group**
- **The findings from the 20mph public consultation**
- **LTP 4 Principles**
- **Central Government speed limit guidance as well as the recent ‘The Plan for Drivers’ policy paper**
- **The views of Hampshire Constabulary as the Enforcement Authority.**

As highlighted in the report there is no additional funding beyond those schemes that would benefit casualty reduction.

Hampshire has a well-defined network hierarchy which reflects the needs, priorities and use of the highway asset.

20mph speed limits on roads that have a strategic function, where the movement of motor vehicles is the primary function, will only be permitted where stringent technical requirements need to be met.

On the other hand, there are less requirements needed to be met on minor roads such as residential roads which are well suited to the introduction of 20mph speed limits.

The table below is a summary of Network Hierarchy requirements:

	Primary and Secondary Strategic Road Network	Primary Distributor Road Network	Secondary Distributor Road Network	Local and Minor Road Network
Mean speed threshold	Existing speeds lower than 24 mph	Existing speeds lower than 24 mph	Existing speeds lower than 26 mph - SLR/SID mean speed data can be considered.	Existing speeds lower than 26 mph - SLR/SID mean speed data can be used as evidence.
Frontage development – sufficient level/density	✓	✓	✓	✓
Existing 30 mph limit	✓	✓	-	-
20 mph speed limit is being proposed as part of an Active Travel/LTP4 scheme	✓	-	-	-
Evidence of high numbers of vulnerable road users.	✓	-	-	-

The revised policy position will clearly set out the requirements for the level of development suitable for 20mph speed limits in both rural villages and urban areas.



- Driver compliance is key for a 20mph speed limit to be achievable without an excessive reliance on Police enforcement.
- For 20mph speed limits, national guidance issued by the DfT, considers a mean speed of 24mph to be the statistical level where a 20mph speed limit remains effective and is considered self-enforcing.
- The revised policy position sets out the “before” mean speed thresholds for the different hierarchy of roads where 20mph limits can be considered without the need for additional traffic management measures.
- The thresholds will be:
 - 24mph on the Primary and Secondary Strategic Road Network and also those parts of the Primary Distributor Road Network that have a strategic function.
 - 26mph on the Secondary Distributor Road Network and Local and Minor Road Network which do not have a strategic function.
- Where “before” mean speeds are above the relevant threshold, supporting measures will need to be explored to enable a 20mph speed limit to be progressed/introduced.

- Speed Limit Reminder/Speed Indicator Device (SLR/SID) 'before' mean speed data can be used as evidence for consideration of a 20mph speed limit on those roads that do not have a strategic function.
- A relaxation of the current requirement to move SLR and SID signs every 2-3 weeks is proposed to allow devices to remain and be re-deployed at locations giving more flexibility to address key locations of community concern.
- It is anticipated that wider use of electronic speed signs will play an important part in helping manage traffic speeds, particularly on strategic routes that would not be suited to a 20mph limit.



The revised policy position encourages wider use of 20mph restrictions within new housing developments as well further use of advisory 20mph limits outside schools.



Criterion	Description	Score 1	Score 3	Score 5	Weighting factor	Weighted Score
*Road Traffic injury collisions (ALL collisions) for area being considered	5-year period	No recorded collisions	1-3	>3	4	
*Road Traffic injury collisions (VRU collisions) for area being considered	5-year period	No recorded collisions	1-3	>3	5	
*Presence of School/College/Nursery/ Nursing Home/Park	Within area/fronting road	No presence	1 establishment	>1	3	
*Presence of Community facilities shops/church/village hall/pub	Within area/fronting road	No presence	1 establishment	>1	3	
*Presence of medical facility – Doctors, Hospital etc	Within area/fronting road	No presence	1 establishment	>1	3	
* Link to LTP4 scheme	Complementing a proposed LTP4 scheme	no	n/a	Existing/ proposed	2	

...and includes the method by which requests for 20mph limits will be prioritised.

Summary

The proposed revised policy position seeks to enable* wider use of 20mph restrictions **in appropriate locations** where drivers are most likely to respect a lower speed limit.

* on a full cost recovery basis.

Questions