

**NORTH YORKSHIRE COUNTY COUNCIL**  
**TRANSPORT, ECONOMY AND ENVIRONMENT**  
**OVERVIEW AND SCRUTINY COMMITTEE**

**19 MARCH 2014**

**BRIEFING NOTE ON THE INTRODUCTION OF 20MPH SPEED RESTRICTIONS**

**Report of the Corporate Director – Business and Environmental Services**

<b>1.0</b>	<b><u>PURPOSE OF NOTE</u></b>
1.1	To inform members on the latest Department for Transport and Association of Chief Police Officers guidance.

**2.0**     **BACKGROUND**

2.1     The Department for Transport Circular 01/2013 ‘Setting Local Speed Limits’ has been published last year and the key elements of this latest guidance document are set out in this note. These will be used to inform a very specific light touch update of the Council’s existing 20mph policy that the Council was already in the process of undertaking in order to include the use of part-time speed limits.

2.2     The Department for Transport is encouraging the introduction of more 20 mph restrictions in urban areas and built-up village streets that are primarily residential, to ensure greater safety for all vulnerable road users. There is an increasing trend towards the introduction of 20mph speed limits as the default speed limit on residential and urban streets mainly in cities such as Portsmouth, Brighton, Birmingham, Newcastle, Bristol, Nottingham, Cambridge, Edinburgh, Glasgow and York.

**3.0**     **CURRENT POLICY**

3.1     The current North Yorkshire County Council policy for 20mph speed restrictions (based on earlier guidance and approved by Executive in December 2006) is sub divided into two areas, limits and zones. The policy states:

3.2     The use of 20mph speed limits is indicated by terminal and repeater signs only on individual roads. Generally there are no other traffic calming measures.

3.3     20mph zones cover an area. They use terminal signs and suitable physical traffic calming measures to provide a self-enforcing element, such as road humps or road narrowings.

3.4 The policy also states part time 20mph limits should not be implemented which was consistent with the previous government guidance.

3.5 The basic criteria for a 20mph restriction contained in the current policy are:

- they are not dependent on an unreasonable level of enforcement
- they should be restricted to residential areas and 'honeypot' locations where a high concentration of pedestrian traffic is generated
- signs alone should only be used where existing mean speeds are 24mph or lower
- physical traffic calming measures must be introduced to reduce mean speeds to 24mph or lower

#### **4.0 ADDITIONAL DEPARTMENT FOR TRANSPORT CRITERIA**

4.1 Following a review of the Department for Transport Circular 1/2013, the following criteria have been added to the existing national guidance:

- new residential developments shall as a matter of course include measures to achieve a 20mph speed restriction
- a zone may be considered where a suitable alternative route exists to enable drivers to avoid the zone
- 20mph limits can now apply to larger areas
- less physical traffic calming measures are required and in addition repeater signs/roundels can now be used as traffic calming features
- part time 20mph limits to be considered outside a school

#### **5.0 FUTURE ENFORCEMENT**

5.1 The Association of Chief Police Officers (ACPO) recently revised their guidelines on the enforcement of 20mph restrictions in light of latest DfT guidance:

5.2 The ACPO guidance indicates that there will be enforcement of 20mph restrictions if the Police regard the limit to be appropriate given the prevailing road conditions in the area and clarity is offered to non-local drivers. The road should look and feel like a 20mph restriction rather than the road giving the impression to motorists that a 30mph or higher limit is in place.

5.3 North Yorkshire Police have yet to adopt the latest ACPO guidance and are currently reviewing their enforcement criteria in light of these changes.

#### **6.0 FUNDING**

6.1 Funding is available through the Integrated Transport Capital Programme for local safety schemes and there is the potential for a 20 mph scheme to be funded in this way when there is a history of speed related personal injury

road accidents. The introduction of numerous blanket 20mph zones across North Yorkshire would be financially prohibitive. Alternative sources of funding are sought where appropriate e.g. developer contributions as part of local future development.

## **7.0 NEXT STEPS**

- 7.1 Officers are currently carrying out a 'light touch' update of the County Council's 20mph policy to include criteria for the introduction of part time 20mph speed limits outside schools and the other additional criteria set out in section 4.1 and until such time that North Yorkshire Police approve any changes to their existing enforcement policy towards 20mph restrictions, it is proposed that no other changes will be made to the existing NYCC 20mph policy.

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Background Documents: None