

INFORMATION NOTE: APPLYING FOR 20 MPH SPEED LIMITS AND 20 MPH ZONES

REPORT OF THE SCRUTINY OFFICER

1. This note responds to Hitchin Committee's request for guidance on the process for applying for 20mph limits and zones. This note has been prepared using Hertfordshire County Council's (HCC's) Speed Management Strategy which is available by following the link at: <http://www.hertsdirect.org/services/transtreets/ltplive/supporting/speed/>

2. 20mph **limits** can be applied to a single road, whereas a 20mph **zone** covers two or more adjacent roads.

3. Section 1.3.3. of the Strategy states:

The introduction of speed management measures will only be considered where it can be demonstrated they meet and contribute to the:

- Speed Management Strategy including the key criteria;
- Local Transport Plan Goals;

Schemes will normally be identified through spatial transport plans or locally.

Application and Assessment Process

4. There is no application form. The process is summarised in the flow diagram at **Appendix A** - Appendix 4 of Herts County Council's Speed Management Strategy and its main points are:

- A request for speed management is sent to HCC, for example a petition or letter of support received from the local community. Any person or group in the community can apply, eg Hitchin Committee;
- There is an initial officer assessment of the scheme's merits and priority;
- A further assessment is carried out by HCC Highways and the Police Traffic Management Officer against HCC Speed Management Criteria as part of feasibility report for site;
- Applications are assessed using criteria set out in **Appendix B**;
- Funding is identified (or not);
- If funds are available, HCC carries out an informal community consultation. A clear process will be agreed with local members and stakeholders prior to consultation being undertaken setting out the response rate required and the level of mandated support that needs to be demonstrated for a scheme to progress;
- This is followed by a formal consultation on the resulting traffic regulation order;
- Final decision is made;
- A before and after study will be completed within one year of the limit or zone being implemented. This will include comparison of vehicle mean speeds.

Sources of Funding

5. The introduction of 20mph limits and zones depend on the availability of funding. Possible sources are:

- Local Transport Plan (LTP) funding streams;
- Section 106 developer funding;
- External funding (eg. Borough, District & Parish Councils, Grants); and
- Hertfordshire County Council locality budgets.

6. There are a number of LTP funding streams which are of relevance:

- LTP Casualty Reduction Stream – this funds only those sites which are a high priority on the *Hazardous Sites* ranking system, which is itself based on recorded collision data.
- LTP Mode Share to School Stream - funding will only be considered if it is expected to result in an increase of children walking or cycling to school.
- LTP Increasing Cycle Trips Stream – funding can be considered if schemes are likely to deliver an increase in cycling trips.
- LTP Quality of Life Stream – successful applications will need to demonstrate that a 20mph limit or zone will help to address identified barriers to sustainable travel and provide an environment that encourages the uptake of sustainable modes and helps people feel safer within the proposed limit or zone.

7. Other possible sources of funding are:

- Hertfordshire County Council's Locality Budgets - can be used subject to agreement of the local member and provided the key criteria in the strategy are met.
- S106 funding - may be used if it is consistent with the development agreement and provided the s106 Guidelines have been followed.
- External funding - allows HCC to work with other local councils to jointly fund speed management schemes and measures which meet the objectives of both parties.

Enforcement

8. The strategy says that 20mph limits/zones should generally be self-enforcing. There should be no expectation that the police should provide additional enforcement beyond their routine activity.

Timetable

9. No timetable for this is indicated by HCC. Given the various assessments and consultations, the process is likely to take many weeks.

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Appendices

Appendix A - Appendix 4 of Hertfordshire County Council's Speed Management Strategy: Speed Limits and Zones Implementation Process

Appendix B – Key Criteria: Setting Speed Limits