

Appendix F1 – Procedure for assessing a location for a 20mph Zone or 20mph Limit

Factors to Consider:

- History of road collisions, including frequency, severity, user types and causes;
- Road geometry and engineering required to reduce speeds (width, sightlines, bends, junctions, accesses and safety barriers etc.);
- Road function (strategic, through traffic, local access etc.);
- Composition of typical road users (including existing and potential levels of vulnerable road users);
- Existing average traffic speeds;
- Road environment, including level of road-side development and possible impacts on residents (e.g. severance, noise, or air quality).

Also Need to Assess:

- Potential Collision and casualty savings;
- Conditions and facilities for vulnerable road users;
- Impacts on walking and cycling and other modal shift aspirations;
- Congestion and journey time reliability;
- Environmental, community and quality of life impact, such as emissions, severance of Local communities, visual impact, noise and vibration;
- Costs, including of engineering and other physical measures including signing, maintenance and cost of enforcement.

The assessment matrix set out below indicates how measurable criteria should be applied to calculate a ranking score. As mentioned the revised guidance on 20mph zones indicates that while 'traffic calming' per se is still required, in instances where mean speeds are 24mph or less it is anticipated that this will largely take the form of road marking roundels at regular intervals, with upright sign plates only required on the main road entry points to the zone.

It is also expected that zones will be formed in distinct and identifiable neighbourhood areas. This will help with community support with (and hopefully compliance with the lower limit) in individual zones. It will also aid with implementation as the cost of much larger zones will tend to affect deliverability and affects the ranking score.

Minimising the signage and other physical features will significantly reduce the cost and visual intrusion of 20mph zones in roads where existing speeds are already low. In locations where mean speeds are above the 24mph criteria, however, there potentially may be the requirement for physical calming measures such as kerb build-outs, which will increase the cost of the scheme to a point where it is beyond the scope of funding available through the Road Safety Capital Programme.

This requirement to reduce speeds is partly in place to ensure that the proposals gain the support of the Police and are broadly self enforcing and do not burden them with an unrealistic public expectation that any lower limits will automatically be enforced.

The ranking has been compiled in some instances in anticipation of average speed surveys being undertaken in some of these roads but it is not expected that the actual speed results will affect the score and priority order significantly.

Scoring Methodology:

Category/Score	0	10	20	30	40
Accs/km	≤0.4	0.5-1.5	1.6-2.8	2.9-3.9	≥4.0
KSIs/km	≤0.1	0.2-0.4	0.5-0.7	0.7-0.9	≥1.0
Cyclists/km	≤0.1	0.2-0.4	0.5-0.7	0.7-0.9	≥1.0
Peds/km	≤0.1	0.2-0.4	0.5-0.7	0.7-0.9	≥1.0
Child/km	≤0.1	0.2-0.4	0.5-0.7	0.7-0.9	≥1.0
Speeding/km	≤0.1	0.2-0.4	0.5-0.7	0.7-0.9	≥1.0

1. Divide the number of accidents (last 5 years) in the zone by the total lengths of road the rate of accs/km will produce category score for that road from the table above.
2. Repeat the exercise for KSIs, cyclists, pedestrians , children and speed related accidents.

Factor/Score	-15	-10	0	10	20
Easily Identifiable Zone			No	Yes	
Road Class	Principal Urban A Class	Minor Urban B Class	Minor Urban C Class	Mix of Minor Road Classes	Minor Urban Unclassified/ Residential
Road Function	Strategic Traffic Route	Mainly Through Traffic	Local Centre Shops	Local Resident Access only	School or Community Use
Existing Average Speeds	35mph or above	30 to 34mph	25 to 29mph	21 to 24mph	20mph And below
Budget Works Costs	Above £50k	£30k to £49k	£20k to £29k	£5k to £19k	Under £5k
Cost per street		over £1k		Under £1k	
Scheme Complexity/ Deliverability	Significantly Complex Scheme	Complex Scheme	Moderately Easy Scheme	Simple scheme	Signs + Lines Only
No. Schools in Zone		None		1	2 or more
Housing Density	None	Low	Medium	Mix with Shops	High

See Appendix F2 for current Priority Table