

**STRATEGIC PLANNING  
SUSTAINABILITY &  
TRANSPORTATION COMMITTEE**

**13 March 2018**

**20mph Speed Limits and Zones**

<b>Final Decision-Maker</b>	Strategic Planning, Sustainability and Transportation Committee
<b>Lead Head of Service/Lead Director</b>	Rob Jarman – Head of Planning and Development
<b>Lead Officer and Report Author</b>	Anna Houghton – Planning Officer (Strategic Planning); Tay Arnold (Planning Projects and Delivery Manager)
<b>Classification</b>	Public
<b>Wards affected</b>	All

**Executive Summary**

This report outlines the investigative work that has been carried out in relation to the introduction of 20mph speed limits or zones.

**This report makes the following recommendations to this Committee:**

1. That the contents of this report be noted.

**Timetable**

<b>Meeting</b>	<b>Date</b>
Strategic Planning, Sustainability and Transportation	13 March 2018

# 20mph Speed Limits and Zones

## 1. INTRODUCTION AND BACKGROUND

- 1.1 The matter of 20mph speed limits and zones was discussed at Full Council in December 2015 where it resolved to

“Request that the Strategic Planning, Sustainability and Transportation Committee review all the available evidence; consider the implementation of 20mph speed limits within the Borough of Maidstone; and refer the findings to the Cabinet Member at Kent County Council.”

- 1.2 This committee in March 2016 discussed the issue and resolved

“That is the Local Plan period pilot studies be undertaken of certain sections of highway in Maidstone where there is acknowledged pedestrian and vehicular conflict and where there is resident support in order to deliver 20 mph speed limit areas.”

- 1.3 An update was presented to this committee in April 2017. The Committee were informed that officers were examining the prospects of identifying a budget to commission a study and were engaging with Kent Police and Kent County Council Highways to establish the most up-to-date policy in 20mph speed limits, and the prospects for support, funding and enforcement.

### **Implementing 20mph limits and zones**

- 1.4 Officers have since sought further advice from Kent County Council Highways and explored the possible costings of implementing 20mph schemes in the borough.
- 1.5 There are two different types of speed restrictions for 20mph schemes. The introduction of 20mph limits is the cheaper of the two options as it relies solely on new signage in the area. The creation of 20mph zones requires the introduction of traffic calming measures. The Kent County Council 20mph Policy indicates that to introduce limits the existing mean speed must be below 24mph. Therefore, a traffic speed survey will be required. This survey is to be funded by whoever is supporting the scheme at a minimum cost of £550 for each location. To introduce a 20mph zone sufficient traffic calming measures need to be put in place to reduce the traffic speed to approximately 20mph so that they essentially become self-enforcing.
- 1.6 The cost of any 20mph scheme will vary due to the location. The capital cost is made up of the cost of the installation of the signs, posts and any required traffic calming measures. There are revenue costs associated with schemes as well, such as designing the scheme. The development of 20mph schemes are primarily funded through the County’s Casualty Reduction Strategy or the Combined Member Grant. The Casualty Reduction Strategy is based on Highways & Transportation analysis of all crashes that have occurred in the last three years. The strategy outlines a programme of

engineering to reduce the risk of future crashes. Funding will be prioritised for schemes at locations where the most serious casualties have occurred.

- 1.7 The possibility of introducing a temporary 20mph limit was discussed with KCC Highways. The same process applies for both a temporary one as a permanent one.
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## **2. AVAILABLE OPTIONS**

- 2.1 This report is for information only.
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## **3. PREFERRED OPTION AND REASONS FOR RECOMMENDATIONS**

- 3.1 This report is for information only.
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## **4. RISK**

- 4.1 This report is presented for information only and has no risk management implications.

## **5. CONSULTATION RESULTS AND PREVIOUS COMMITTEE FEEDBACK**

- 5.1 As noted at the April 2017 committee, officers were examining the prospects of identifying a budget to commission a study and were engaging with Kent Police and Kent County Council Highways to establish the most up-to-date policy in 20mph speed limits, and the prospects for support, funding and enforcement.
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## **6. NEXT STEPS: COMMUNICATION AND IMPLEMENTATION OF THE DECISION**

- 6.1 Officers will continue to discuss with Kent County Council and Kent Police the opportunities to implement 20mph schemes in the borough if opportunities arise.
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## **7. CROSS-CUTTING ISSUES AND IMPLICATIONS**

<b>Issue</b>	<b>Implications</b>	<b>Sign-off</b>
<b>Impact on Corporate Priorities</b>	Introducing 20mph schemes will materially improve the Council's ability to achieve its priority of keeping Maidstone Borough an attractive place for all.	Rob Jarman, Head of Planning and Development
<b>Risk Management</b>	No significant implications are identified	Rob Jarman, Head of Planning and

		Development
<b>Financial</b>	Currently there is no specific budget for one-off or ongoing work on 20 mph limits or zones. Alternative sources of funding would therefore be required for the survey work for 20 mph limits.	Mark Green Section 151 Officer & Finance Team
<b>Staffing</b>	We will need access to external expertise to undertake study work and responsibility for this work sits with KCC Highways.	Rob Jarman, Head of Planning and Development
<b>Legal</b>	All speed limits, other than those on restricted roads, should be made by order under Section 84 of the Road Traffic Regulation Act 1984. If it is proposed to make a Road Traffic Order introducing 20mph zones the statutory process prescribed by regulations must be followed.	Keith Trowell, Interim Team Leader (Corporate Governance)
<b>Privacy and Data Protection</b>	If a study is carried out it will increase the volume of data held by the Council. The data will be held and processed in accordance with the data protection principles contained in Schedule 1 to the Data Protection Act 1998.	Keith Trowell, Interim Team Leader (Corporate Governance)
<b>Equalities</b>	The recommendations do not propose a change in service therefore will not require an equalities impact assessment	[Policy & Information Manager]
<b>Crime and Disorder</b>	No implications are identified	Rob Jarman, Head of Planning and Development
<b>Procurement</b>	A specialist consultant may be required and so the Council will then follow procurement exercises in line with financial procedure rules.	Rob Jarman, Head of Planning and Development & Mark Green Section 151

		Officer
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## **8. REPORT APPENDICES**

None

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## **9. BACKGROUND PAPERS**

SPST Committee report from 11 April 2017 -

<https://meetings.maidstone.gov.uk/documents/s54420/20%20mph%20speed%20limits%20in%20Maidstone%20Borough%20-%20Update.pdf>

Kent County Council 20mph Policy -

<https://democracy.kent.gov.uk/documents/s43305/B1%20Updated%20Policy%20for%2020mph%20limits%20and%20zones%20on%20KCC%20roads%2003102013%20Environment%20Highways%20and%20Wast.pdf>