APPENDIX 1

RMBC Transport Infrastructure Service

POLICY FOR THE INTRODUCTION OF 20 MPH SPEED LIMITS AND ZONES

February 2024

Version Control

Issue/Version	Date	Prepared by	Authorised by	
Rev 0	2022	Andrew Lee		
Rev 1	5/12/2022	David Brown		
Rev 2				
Rev 3	04/2023	Nat Porter		AD PR&T for comment
Rev 3	17/04/2023	Nat Porter		Cabinet Member consultation
Consultation version	1 Nov ‘23	Nat Porter		Version for consultation
Adoption	18 Jan ‘24	Nat Porter	Matthew Reynolds	Version for adoption

POLICY FOR THE INTRODUCTION OF 20 MPH SPEED LIMITS AND ZONES

1. Introduction

1.1 This 20 mph speed limit policy supersedes the existing policy from 2014. Its purpose is to provide the framework within which Rotherham Council will consider and assess the implementation of 20 mph speed limits.

1.2 The main theme of change in this new policy is to set a clear rationale and assessment process in its application and include the opportunity for greater focus on the sense of place and community, including around schools. The new 20mph policy will support active travel and will help minimising risk of death of serious injury for vulnerable users.

1.3 There are several 20 mph zones and speed limits already in place in Rotherham. The earliest 20mph zone to be introduced was that covering the East Dene and Herringthorpe area which was implemented in 1992. There are now 30 outside schools.

1.4 The policy applies to all built-up areas in Rotherham, including villages meeting the definition outlined in Department for Transport Circular 1/13 section 7.3.

1.5 The policy sets out where 20mph speed limits may be considered, and outlines the criteria used in developing proposed 20 mph schemes.

1.6 All schemes will be subject to public consultation, which will provide opportunity for residents and road users to express their concerns or support, opinions and suggestions. Local schemes will require ward member support and evidence of local consent before they can be implemented. There will be some 20mph proposals that fall within specific Department for Transport Programmes and outside the scope of this Council policy, and their decision making that will be subject to National Government criteria for adoption rather than that of the Council.

2. Background and policy context

2.1 Controlling vehicle speeds to 20mph or less is an important tool for improving road safety, particularly for vulnerable road users. Used carefully along with broader speed and traffic management tools, it is also an important tool for managing how traffic is distributed in the borough, enabling the Council to disincentivise use of less suitable routes as opposed to more suitable ones. Both of these are key considerations into the local and national approach to promoting walking and cycling. Furthermore, the Council receives requests for 20mph speed limits from residents, councillors, and community groups.

2.2 The vision of the Rotherham Transport Strategy[1] states that by 2026 Rotherham will

- Enjoy sustainable growth – new development will be based on compact mixed-use centres focussed on high-quality public transport.
- Be a connected place – people and places are connected by an integrated, safe and efficient transport network.
- Make sustainable travel choices – walking, cycling and public transport are a normal part of daily travel.

2.3 This strategy will be reviewed as part of the production of the fourth South Yorkshire Local Transport Plan required by the Department for Transport – it is expected the emphasis on public transport and active travel will be strengthened as part of this review.

2.4 Both the South Yorkshire Mayoral Combined Authority Transport Strategy[2] and the Active Travel Implementation Plan[3] are supported by the provision of 20mph speed limits and 20mph zones. The considered use of 20mph limits forms a key part of Rotherham Cycling Strategy, with both the provision of 20mph limits and the retention of higher limits in appropriate places forms a key part of planning for cycling networks and infrastructure, working towards the principle approach of the strategy - that ‘’the highway network is the cycling network and therefore our approach should be to ensure the comfort, convenience, and safety of cyclists as standard”.

2.5 The Department for Transport (DfT) guidance relating to cycling infrastructure[4] recommends managing vehicle speeds to 20mph or less where cyclists are required to use the carriageway. DfT local speed limits guidance[5] provides the framework, key objectives, and practical application of speed limits for local (highway) authorities. The aim of the policy is for Rotherham to respond to this guidance, and build upon it so as to add local speed limit management requirements.

2.6 The aim of this Council policy is to ensure consistency in assessment and application throughout the Borough, for which a robust assessment process has been developed, and to ensure the deployment of 20mph limits is supportive of wider objectives, including in the consideration of adverse or unintended impacts. A 20mph speed limit or zone must be appropriate for the part of the network it applies to, and must fit with its current or planned change in operation. Importantly, **it must also be self-enforcing and operate without a reliance on police intervention** – as discussed in section 3 below, the impact of tolerating high speeds within 20mph limits can be very significant compared against situations where drivers largely comply with the speed limit.

---

[1] Rotherham Transport Strategy (2016-2026) https://www.rotherham.gov.uk/downloads/download/363/rotherham-transport-strategy

[2] Sheffield City Region Transport Strategy (2019) https://southyorkshire-ca.gov.uk/getmedia/69c38b3f-1e97-4431-91f4-913acf315632/SCR_Transport_Report-v4-5-04-06-19-(1).pdf

[3] Sheffield City Region Active Travel Implementation Plan (2020) https://southyorkshire-ca.gov.uk/explore_Active-Travel-Implementation-Plan

[4] LTN 1/20 Cycle Infrastructure Design (DfT, 2020)

[5] DfT Circular 01/2013 Setting Local Speed Limits

3. Impacts and limitations of signed only 20mph speed limits

3.1 Introducing a 20mph speed limit or zone to a road(s) where drivers are unlikely to substantially comply with the speed limit), will likely result in poor compliance, enforcement problems and understandable complaints. More significantly, failing to ensure 20mph limits are properly complied with substantially increases the risk to vulnerable road users relative to effective intervention, as can be seen in the table below. It is important to note that evidence is consistent that introduction of 20mph speed limits by **signing alone typically only results in reductions in speed of circa 1-3 mph**[6] [7] [8] [9].

3.2 **For this reason, we do not in general consider relying on signed only limits to achieve an acceptably low level** of risk except where there is good evidence this will result in good compliance with the limit, typically in situations where only small (1-3 mph) reductions in speed area are required. **20 mph speed limits will only be supported alongside supporting measures required to achieve compliance** – where supporting measures are not acceptable (for example in case of unresolvable local opposition, or where there is an unacceptable impact on emergency services), we will accept the reality of higher speeds and not promote a 20mph speed limit, and where these are not affordable we will advocate for a seek additional investment to deliver these.

Effect of non-compliance with 20mph speed limit[10] e.g. for schemes using signs only

Change in incidence of casualties, relative to 20mph, where speeds are…				
Speed	Comment	Killed	Seriously injured	Slightly injured
22 mph	LTN 1/20 tolerance	+33%	+21%	+11%
24 mph	ACPO FPN threshold	+73%	+44%	+22%
28 mph	Typically effect of signed-only limit where before speeds are 30mph	+174%	+96%	+45%
30 mph	For reference	+238%	+125%	+56%

3.3 The Council has a statutory duty to ensure the expeditious movement of traffic and efficient use of network through the reduction of delay and congestion. There is a need to encourage lower use of private car and other motorised travel in favour of walking, cycling and other sustainable modes. Whilst this is part of and supports the network management duty referred to above, care must be taken to avoid unintended network management consequences arising from lower speeds. In particular, there is also a need to encourage traffic to use more suitable routes in preference to less suitable ones, and speed limit policy should support that need.

---

[6] LTN 1/07 Traffic Calming – paragraph 3.2.9

[7] The Speed Limit Appraisal Tool: User Guidance (DfT, 2013)

[8] Seven sources quoted in The state of the evidence on 20mph speed limits with regards to road safety, active travel and air pollution impacts (Davis, 2018) https://www.gov.wales/sites/default/files/publications/2019-08/the-state-of-the-evidence-on-20mph-speed-limits-with-regards-to-road-safety-active-travel-and-air-pollution-impacts-august-2018.pdf

[9] 20mph Research Study - Headline Report (Maher et al, 2018)

[10] Derived from Nilsson (1982) and Elvik (2009) in The relation between speed and crashes (SWOV, 2012)

4. Benefits of 20 mph speed limits

4.1 There is clear evidence of the effect of reducing traffic speeds on the reduction of collisions and casualties, as collision frequency is less at lower speeds, and where collisions do occur, there is a reduced risk of fatal and serious injury. The main improvement of reducing speeds below 20mph is to minimise risk of death or serious injury to road users, and especially vulnerable road users[11].

4.2 Research shows that on urban roads with low average traffic speeds any 1 mph reduction in average speed can reduce the collision frequency in urban areas by around 2 - 6%[12]. There is currently no evidence of migration of collisions and casualties to streets outside the zone. The research shows that for 'casualty reduction the evidence is consistent in that casualties are reduced as a result of 20mph speed limits.' Transport Research Laboratory (TRL) research regarding collision risk and speed, has shown that the benefit of reducing already low speeds is greater than reducing higher speeds[13] - this aligns with the network hierarchy approach proposed in this policy, in implementing 20mph limits on minor roads where speeds are likely to be lower and so further reductions are likely to have most benefit, whilst permitting higher speeds on key transport routes where speed reduction is likely to bring less benefit, and where there are wider benefits in encouraging use of these routes as opposed to less suitable routes e.g. in residential areas.

4.3 Historically the majority of the 20 mph zones and speed limits that have been introduced in Rotherham were in response to an identified accident problem and include traffic calming to ensure drivers reduce their speed. Before and after accident studies carried out on these schemes show that accidents have been significantly reduced in these schemes, with some scheme recording no collisions in the 'after' monitoring period. National research has found that the reduction in accidents in 20mph speed limits supported with physical traffic calming to be around 40% - 60%, with greater reductions seen for child casualties (50-70% reduction) and casualties killed or seriously injured (50-90% reduction). Signed only limits are found to be much less effective, seeing collision reductions of around 10-20%.[14]

5. Other impacts of 20 mph speed limits

5.1 In addition to improvements in road safety 20 mph schemes also have other impacts. The extents to which this is achieved is dependent on the degree to which speeds are reduced, and there may be additional effects arising from any supporting traffic calming measures.

- **Active travel uptake –** The evidence that 20mph limits in and of themselves increase active travel uptake is weak. Some studies have reported increased levels of walking and cycling as self-reported[15], but there is limited evidence by more objective observation. Some observations

[11] Rosén et al., 2011 in The relation between speed and crashes (SWOV, 2012)
[12] The effects of drivers' speed on the frequency of road accidents (Taylor et al, 2000)
[13] The effects of drivers' speed on the frequency of road accidents (Taylor et al, 2000)
[14] Road Safety factsheet: 20mph Zones and Speed Limits (RoSPA, 2020)
[15] 20mph Research Study - Headline Report (Maher et al, 2018)

have reported little impact on observed levels of activity[16]. Studies abroad have failed to find any correlation between measured traffic speeds and cyclists' perception of safety[17].

- **Emissions –** Impacts of 20mph limits on emissions are mixed. Both steady-speed emissions curves, and more sophisticated models, suggest increased per-vehicle emissions[18]. However, in practice other factors (for example congestion, control delays, and driver behaviour in respect of acceleration and deceleration) may have greater impact, and increased per vehicle emissions are offset by reductions in traffic within the 20mph area (particularly where supported with traffic calming[19]). **Where air quality impacts associated with 20mph schemes have been specifically investigated, impacts are reported to be negligible or slightly beneficial[20].** Emissions and energy consumption impacts (e.g. from electricity generation) of 20mph speed limits may be more favourable for electric vehicles[21]

- **Traffic levels & distribution –**
  Broadly speaking, drivers can be expected to choose to take routes that are (or they experience to be) more expedient. Consequently, reducing speed limits can result in displacement of traffic out of streets in which the speed limit is lowered, onto those where it remains the same[22]. This can result in both advantageous and disadvantageous impacts, depending on particular circumstances –
    - Lower speeds may encourage drivers to use more suitable routes where these allow higher speeds[23]
    - However, reducing speeds on a road may incentive drivers to use other roads where speeds are already low (e.g. if more direct), which may result in increase traffic in unsuitable roads[24]
    - Traffic calming may result in particularly significant traffic reduction of around 20% on treated streets[25].

- **Road noise –** Where speeds of 20mph are achieved, noise from road traffic may be reduced by as much as 5dB[26] . However this may be offset by

[16] Traffic Advisory Leaflets TAL 12/00 and TAL 3/01.
[17] Evaluatie discussienotitie fiets- en kantstroken (CROW Fietsberaad, 2015) https://www.fietsberaad.nl/CROWFietsberaad/media/Kennis/Bestanden/Fietsberaadpublicatie-28_Evaluatie-discussienotitie-fiets-en-kantstroken_def.pdf?ext=.pdf
[18] The impact of 20 mph limits on carbon emissions and air quality (Ricardo-AEA, 2013)
[19] LTN 1/07 Traffic calming
[20] The state of the evidence on 20mph speed limits with regards to road safety, active travel and air pollution impacts (Davis, 2018) https://www.gov.wales/sites/default/files/publications/2019-08/the-state-of-the-evidence-on-20mph-speed-limits-with-regards-to-road-safety-active-travel-and-air-pollution-impacts-august-2018.pdf
[21] Model S Efficiency and Range (Tesla, 2012) https://www.tesla.com/blog/model-s-efficiency-and-range
[22] Road Safety factsheet: 20mph Zones and Speed Limits (RoSPA, 2020)
[23] Beleidsnote 30 km/u in de stad (Gemeente Amsterdam, 2021)
[24] Naar een algemene snelheidslimiet van 30 km/uur binnen de bebouwde kom? (SWOV, 2019) https://files.fietsersbond.nl/app/uploads/sites/66/2020/05/20154738/r-2019-24.pdf
[25] LTN 1/07 Traffic Calming
[26] Beleidsnote 30 km/u in de stad (Gemeente Amsterdam, 2021)f

impacts of traffic calming features where there are significant levels of commercial traffic (lorries and buses)[27]. Where possible schemes will be designed to minimise these effects.

Bus services – Consultation with bus operators revealed widespread application of 20mph speed limits can adversely impact on bus speeds and timetables, increasing operating costs and necessitating reductions in frequency. There is good evidence that slower bus journeys[28] (including some for reasons other than changes in speed limit)[29] do result in reduced patronage of bus services, with each 10% reduction in operating speeds increasing operating costs by 8%, resulting in a 5.6% fall in patronage if this cost is passed to passengers. Other authorities protect public transport services from reduced speed limits for this reason[3031]. For this reason, our policy is that bus routes should generally be excluded from 20mph speed limits, and that minor bus routes (fewer than 6 buses per hour each way) should only be subject to 20mph speed limits in consultation with operators and the SYMCA where these would not adversely impact on bus services.

- **Congestion and journey times –** evidence suggests there is generally little impact on congestion or journey times associated with 20mph speed limits – in the order of 3-5% for signed-only limits[32] (noting this is in part reflective of the relative ineffectiveness of signed-only limits in reducing vehicle speeds). Models in other cities have established that, where 20mph speed limits with good levels of compliance are introduced, these do not generally result in material increased congestion or journey times, but can in specific circumstances[33] where –

    - At traffic signals, where clearance periods and so cycle times need to be increased to allow for slower speeds (an effect which marginally impacts journey times all road users including pedestrians and cyclists); and,
    - Exceptionally (less than 1% of junctions), where displacement of traffic into junctions operating at or near capacity results in increased congestion.

    The need for increased clearance periods at traffic signals is less likely to materialise in a UK context than in the Amsterdam example owing to differences in traffic signal control practices, and is less likely to be an issue as most traffic signals sites in Rotherham will be on roads carrying levels of traffic greater than the maximum traffic thresholds set out in this policy. Where minor roads at signals sites are proposed to be subject to 20mph, consideration should be given to retaining a 30mph speed limit to the longest of the length of any flare approaching the signals or back to the rearmost detector to minimise this effect, and the Council's UTC Signals Team should be consulted on any speed limit change affecting a signals

[27] LTN 1/07 Traffic Calming
[28] 20mph research study - process and impact evaluation: technical report (Maher et al, 2018)
[29] The impact of congestion on bus passengers (Begg, 2016)
[30] 20mph research study - process and impact evaluation: technical report (Maher et al, 2018)
[31] Beleidsnote 30 km/u in de stad (Gemeente Amsterdam, 2021)
[32] 20mph research study - process and impact evaluation: technical report (Maher et al, 2018)
[33] Beleidsnote 30 km/u in de stad (Gemeente Amsterdam, 2021)

site to ensure any impacts are minimised. Notwithstanding these mitigations, there may exceptionally be circumstances where 20mph may require increases to clearance periods at signals and so modest increases in delays for all users.

There may be situations where displacement effects might impact junction capacity – however this was found to impact less than 1% junctions even in a busier and more congested context than Rotherham. Given this is a relatively modest impact it is considered this is best considered on a case-by-case basis at scheme development, rather than as a matter of policy.

6. Criteria (general)

6.1 The criteria to be used for 20 mph speed limits and zones as follows. This should be applied to each road in an area under consideration, and not on the basis of averages across different roads.

- Speed achieved after scheme is installed - 85th percentile speed should be less than 20mph.
  - 85th percentile After speeds of up to 22mph can be accepted in low-risk situations i.e. where there is no record of collisions, where there is no route to school, and where there is no main cycle route).
  - The 85th percentile speed is the speed exceeded by no more than six in every seven cars in free-flow conditions.

- "After" Volumes – Should not exceed 200 PCU/hr (ideal) 450 PCU/hr (general) 600 PCU/hr (exceptional) **i.e. main roads should not be subject to 20mph speed limits**
  - PCU means passenger car unit, where a bus is equivalent to 2 cars, and medium and heavy goods vehicles are equivalent to 1.5 and 2.3 car respectively.

- Bus usage - Preferably no buses - maximum 6 buses / hour each way on any street, except in a town centre location, subject to consultation with bus operators and the SYMCA confirming this will not have an adverse impact on bus services. **i.e. main bus routes should not be subject to 20mph speed limits.**

7. Schools

7.1 For roads passing by a school entrance used by pupils, a 20mph speed limits may be provided irrespective of traffic volume or bus criteria, over a length of 200m (minimum) to 300mm (maximum). This must be supported with traffic calming expected to achieve 'after' 85th percentile speeds of 20mph or less – where such measures are not feasible or deemed unacceptable (for example, owing to noise impacts associated with traffic calming on a route used by heavy goods vehicles), an advisory part time limit may be considered as an alternative. This is likely to be much less effective than a mandatory, self-enforcing limit, which should always be considered before an advisory limit.

Appendix 1 - criteria for streets eligible for 20mph speed limits

Criterion		Measurement	Purpose
After speeds	85th percentile speed should be less than 20mph, must be less than 22mph (>20mph only acceptable where – Not a main cycle route Not on a route to school No record of NMU casualties)	**In advance of works** Before speeds, measured with reference to C185, adjusted to reflect measures proposed. Adjustment should be on basis of tools to consider effect of measures (e.g. Speed Limit Appraisal Tool) and/or evidence of effectiveness of measures (e.g. information in LTN 1/07, TRL studies, etc). **Post completion** After speeds measured with reference to CA 195. **Both cases** RMBC to explore use of floating car data. Initial use of this to include sample of on-site speed measurement to validate.	Ensure likelihood of death or serious injury in event of collision is truly minimised. Minimises enforcement burden. Meet requirements of LTN 1/20. To avoid perverse outcomes where motorists are able to benefit from disregarding speed limit, but public transport (held to timetable) cannot.
After volumes	Should not exceed in any hour 200 PCU/hr (ideal) 450 PCU/hr (general) 600 PCU/hr (exceptional)	ATC data covering at least 2 neutral weekdays and a neutral Saturday. Surveys need only be completed on streets expected to breach 200 vph threshold, based on Officer judgement, provided this is validated by surveys on other streets in the scheme being surveyed and being found to be broadly as traffic as expected or less. 1 pedal cycle = 0 PCU 1 motorcycle = 0.4 PCU 1 car = 1.0 PCU 1 LGV = 1.0 PCU 1 OGV1 = 1.5 PCU 1 OGV2 = 2.3 PCU 1 PSV = 2.0 PCU	To ensure network of distributor roads is legible and relatively attractive compared to access streets (i.e., encourage traffic out of minor streets) To mitigate public concerns regarding congestion and air quality, by excluding the roads carrying the majority of traffic. To ensure 20mph limits are not utilised in attempt to avoid provisions for non-motorised users were requiring engineered separation and/or traffic reduction To minimise non-credible limits where traffic volumes require geometries likely to invite speeds exceeding 20mph. To minimise nuisance (e.g. noise) associated with traffic calming likely to mitigate said geometry.
Bus usage	Preferably no buses Maximum 6 buses / hour each way, except in a town centre location, subject to consultation with bus operators and the Passenger Transport Executive confirming this will not have an adverse impact on bus services.	Based on Rotherham bus map, counting in service buses only. A town centre is defined as being – - Shown on the Rotherham Local Plan Key Diagram as being within a retail area; AND, - Premises on both sides of the road are included in that retail area; AND, - Defined as a town centre in the Rotherham Core Strategy map 7 (Rotherham, Wath, Maltby and Dinnington)	To minimise non-credible limits where traffic volumes require geometries likely to invite speeds exceeding 20mph. To minimise nuisance (e.g. noise) associated with traffic calming likely to mitigate said geometry. To ensure fast, attractive operation of public transport. To mitigate public concerns regarding air quality, by excluding the roads carrying significant volumes of commercial traffic that are disproportionately responsible for tailpipe emissions.

Appendix 2 - typical interventions required to ensure credible 20mph speed limit

Before speeds (mph)		Additional speed reduction required over effect of reduced speed limit	Comment
Mean	85th percentile		
≤ 17	≤ 20	None	A 20mph speed limit may have the unintended consequence of encouraging drivers to increase speeds given low 'before' speeds. Therefore repeater signing and markings should be avoided. Centre line removal is recommended to support low speeds. The above need not preclude additional traffic calming intervention where there is local need or support.
18 - 20	21 - 24	No more than 3 mph	A signed only 20mph speed limit will likely be credible without additional intervention. Centre line removal is recommended to support low speeds. Additional measures may be appropriate at high risk locations (e.g. schools) to ensure speeds are kept below 20mph. Isolated humps, or humps at 90m spacings, can assist this. Despite the likely small level of non-compliance, the incidence of fatal casualties can be expected to be 40% greater than for a credible limit (i.e. 85th percentile speeds below 20mph). The above need not preclude additional traffic calming intervention where there is local need or support.
21 - 22	25 - 26	2 – 5 mph	A signed only 20 mph limit is unlikely to be credible in and of itself. Centre line removal is recommended to support low speeds. Vehicle activated signs may be considered provided this does not lead to a proliferation of signing. Physical traffic calming should be considered. Reduced carriageway width and horizontal deflection are options – it may be possible to adjust parking arrangements to achieve this effect. Humps at 140m spacings should achieve 85th percentile speeds averaged throughout the link, but peak speeds between humps may exceed 22 mph. At high risk locations (e.g. schools) to ensure speeds are kept below 20mph. Isolated humps, or humps at 90 m spacings, can assist this. Level of non-compliance in absence of additional intervention may appear minor, but the consequence of this can be expected to be as much as a near doubling (88% increase) in incidence of fatal casualties, relative to a credible limit – hence additional measures being required not withstanding DfT guidance.
23 – 26	27 - 31	4 – 9 mph	Physical traffic calming is required. Humps at spacings of no greater than 90 metres would be a typical response. At high risk locations hump spacing should be reduced to 60 metres. The consequence of not intervening to ensure a credible limit can be expected as much as a trebling (218% increase) in incidence of fatal casualties, relative to a credible limit – hence additional measures being required not withstanding DfT guidance.
27 – 33	32 - 39	8 – 15 mph	Physical traffic calming is required. Humps at spacings no greater than 60 metres are likely to be required.

> 34	> 39	> 15 mph	Unlikely to be suitable for 20mph without major investment to fundamentally change the road's use or environment.

Note: in all cases, traffic calming measures should be developed in consultation with the emergency services. Where consultation indicates measures required to achieve compliance with a 20mph speed limit are unacceptable to emergency services in light of impact on response times, a 20mph speed limit should not be progressed notwithstanding other criteria.

Appendix 3 – Process for handling public requests for *inter alia* 20mph speed limits

Upon receipt of request

- Request is logged on the Council Geographical Information System (GIS).
- Requestor is written to, to confirm the request has been received and has been recorded for consideration for future capital programmes.
- No further action until programme entry under one of the routes described below.

Routes for programme entry - LNRS

- The principal programme under which 20mph requests are handled is the Local Neighbourhood and Road Safety programme.
- Under this programme, geographic parts of the Borough are prioritised at Lower Super Output Areas (LSOA), based on volume of requests received from ward members. Factors including health deprivation, incidence of road traffic collisions and potential for travel by walking and cycling – these are given a lesser weighting than member requests.
- In areas prioritised for investigation, all requests (including those for 20mph schemes) are presented to ward members, along with a 'menu' of options affordable within the programme. This is informed by targeted survey work to inform likely level of intervention required and cost involved. Ward members then agree project(s) they wish to see entered into the capital programme.
- A project mandate is then prepared for approval by the Minor Projects Board, after which an Officer Delegated Decision in consultation with the Cabinet Member for Transport and Environment is made to enter the scheme into the transport capital programme.

Other routes for programme entry

20mph schemes may be entered into the programme through other routes –

- Via a major project - for example, those funded by City Region Sustainable Transport Settlement (CRSTS). These schemes are principally driven by the strategic objectives of external funders; notwithstanding this, we will use the record of public requests to inform selection and development of schemes, in so far as is possible whilst meeting the requirements of the funding.
- Following a collision and investigation report, where a 20mph scheme may be promoted to respond to a pattern of recorded injury collisions on the highway network.
- As a result of a Planning Approval for a development site.