



20mph Application Form

How to apply for a 20mph area where you live

How to apply for 20mph:

- If you are a **resident**, contact your local parish or town council.
- If you are a **parish or town council**, you will need to consider the support of your local elected ward member(s) and then you can apply using the form below.

What you will need:

- A copy (scan or electronic version) of the parish or town council minutes which shows the approval of the proposal at a council meeting
- A location plan or map showing the extent of the 20mph scheme area being put forward for consideration

Declaration

- I represent the town or parish council for the area which is requesting the 20mph restriction.
- This request is supported by the town or parish council, indicated by a mandate at a local meeting, and has support of the Westmorland and Furness local ward member(s)
- The area of the request has an existing speed limit no greater than 40mph **
- The area includes such features as a school, homes, shops, businesses, walking and cycling routes. It may be an area where more active travel is being promoted, where air quality could be improved or is designated as a quiet lane.
- The proposal is within the extents of the built-up environment of the village or town where vulnerable road users and vehicles mix in a frequent and planned manner?

*** Where existing speed limits are higher than 40mph such as national speed limit applies, then additional considerations may be needed, and these will form a second phase for implementation. An application form can be submitted for future consideration – please make this clear in extra information box below.*





Contact details

Name:

Telephone no:

Email:

Address & postcode:

Parish or Town Council represented:

Locality (Eden, Furness, South Lakeland):

Westmorland and Furness Ward Member(s):

Details of the area of the request

What area are you asking for a speed restriction for? A whole village, town or a specific road(s). Please give specific details and road names here.

Insert detail here:



Has a location plan or map of the extent of the proposal been drawn up that can be submitted?

Yes No

Please include a copy of the location plan showing the extent of the 20mph scheme requested if possible.

What level of support has been determined within the local community?

High Medium Low Not known at this point

How was that determined? (e.g. postal or online survey, public meeting, including information on what percentage of the community responded or engaged with consultation)

Insert detail here:



To allow for prioritisation of requests please consider the following questions:

(Please include a separate sheet if needed)

1. How does your application address a known safety issue?

Is there any anecdotal evidence or explanation of how the extent of the requested scheme may address safety issues i.e. any known damage only or unreported incidents? This will be considered along with information obtained from the injury collisions data that the council have from police records.

2. How could your scheme increase safety for vulnerable highway users?

Consideration and explanation with evidence of how your 20mph scheme will make it safer for different users groups. For example; reference could be made to how the 20mph area will make it safer for people to walk to the shops, which in turn may decrease the amount of cars being used to make short trips



3. How could your scheme increase active travel modes within the identified area?

Consideration and explanation of how the 20mph scheme will promote use of active travel modes for specific trips / destinations.

4. Does your application maximise the impact of the introduction of a 20mph speed limit?

Consideration of the area / extent of the 20mph scheme requested and likely compliance of drivers to the 20mph speed limit. How does the scheme work to ensure maximum compliance?



5.The Council has limited funding available; are you aware of any match funding locally that may be considered to assist with deliverability of a 20mph scheme?

Any further details for consideration in determining a 20mph speed limit.

Insert detail here:



I have included copies of:

- Scan or electronic version of the parish or town council minutes which shows the approval of the proposal at a council meeting
- A document which indicates the extent of the requested scheme proposal for 20mph such as a location plan or map

How we use your data

In this form we ask for some personal information (such as name, address, postcode) in order to fulfill your request. This information is held securely and is only used to provide you with the service you have requested. Any processing of your information is carried out in line with the requirements of current data protection legislation.

Signed:

Date:

Please return completed applications and supplementary documents to:
20mph@westmorlandandfurness.gov.uk

20mph speed limit Guidance notes

These notes are intended to assist with consideration of requests for 20mph speed limit schemes and applications.

Which areas are eligible?

In general, a new 20mph limit should be in an area with features that justify a lower speed limit to drivers, for example the following criteria will be considered:

- a) Supported by the Parish or Town Council and the Westmorland and Furness Council ward member(s)
- b) Strong local support is demonstrated when Parish and Town Councils have engaged with the local community and other stakeholders.
- c) Extent of the scheme must be within the built-up environment of the village or town where vulnerable road users and vehicles mix in a frequent and planned manner (except where strong evidence exists that higher speeds are safe)
- d) Have an existing speed limit of no more than 40mph.
- e) In an environment that explains and justifies a lower speed limit to the driver; noting that main roads / arterial routes will need to be considered carefully as to whether they are justified within the extent of the scheme.
- f) Including but not limited to the following environments;
 - Evidence of traffic incidents or potential dangers within an existing 30/40mph
 - Vulnerable road users e.g. pedestrians (of all ability), cyclists, equestrian users and motorcyclists
 - A school or a school walking or cycling route
 - Visible homes, shops and business frontages
 - Village setting with no pavements
 - A cycling route
 - A quiet or green lane designation
 - Have the ability to aid better air quality
 - An area where more active travel is planned such as cycling and walking

Main arterial routes are usually excluded from a scheme (roads with classification 'A' or 'B') and where they currently have average speeds way in excess of 24mph. However where they may need to be included within a logical area or extent, there may need to be consideration of traffic calming measures to compliment a reduction in speed limit. Implementing a 20mph speed limit without a good level of compliance may lead to disregard of the wider benefits of a 20mph speed limit scheme.

The Benefits

The introduction of 20mph speed limits more broadly across Westmorland and Furness was set out as a priority to:

- Make streets safer by reducing speeds and enabling a more equitable use of the road space for all users (vulnerable road users, sustainable transport, businesses and car users)
- Encourage residents to walk and cycle by reducing speeds
- Bring health benefits both physical and mental
- Reduce noise pollution by amending the way vehicles accelerate / decelerate

Prioritisation Framework

The programme for 20mph speed limits will be developed over a number of years and be subject to funding available, which may vary each year. Due to the number of requests that may be received it will be necessary to prioritise schemes to be taken forward. Requests for 20mph will be prioritised and ranked based on the following considerations:

- Recorded Killed or Seriously Injured collisions (KSIs)
- Evidence of minor incidences / near misses
- On a school walking or cycling route
- Level of pedestrians walking along or crossing the road
- Areas of high traffic volume expected for the type of road
- Local contribution of funding that frees up enough funding from the main programme to enable other schemes to be delivered.

A full prioritisation matrix is included as Appendix A for consideration as part of the applications process.

How motorists will know they are in a 20mph area

Signs and lines will be installed in line with the Traffic Signs Regulations and General Directions (TSRGD 2016) and the Traffic Signs Manual published by the Department for Transport (DfT)

If a new area is changing to 20mph local residents will be involved with consultation and there will be media publication and raised awareness in advance of the scheme being implemented.

20mph signs will mark the entrance and exit of a 20mph speed limit area where the speed limit changes. Smaller repeater signs and or road markings will supplement these signs throughout the area of 20mph.

Some of the signs and road markings you can expect to see are as follows:



20mph terminal sign



20mph repeater sign on existing street furniture where possible



20mph roundel road marking

Enforcement of 20mph speed limits

Wherever possible, 20mph speed limits should be 'self-enforcing' and prior to making an application the applicant should satisfy themselves that their proposed 20mph is located in an area where reduced vehicle speeds are achievable. Applicants should also be confident that the majority of motorists will comply with the reduced speed limit.

20mph speed limits are enforceable by the Police and support for enforcement has been indicated by the Police. However, there should be no expectation on the Police to provide additional enforcement beyond their current routine activity.

Next Steps

Westmorland and Furness Council are inviting applications from Town and Parish Councils to determine where there is local support and to allow the provision of additional information to allow for the prioritisation of schemes. Once applications have been received the following steps will be undertaken:

- Consideration of information provided and scheme extent requested through application process.
- Prioritisation scoring as per the matrix in Appendix A for each application.
- Schemes applied for to be taken to Locality Boards for Member discussion and agreement on priorities as per officer recommendations.
- Agreed schemes to be allocated funding to allow progression of the scheme.
- Discussion of Officers with Town and Parish Councils on progression of each scheme to be taken forward; consideration of final extents and level of consultation required.
- Initial consultation and a public meeting (if necessary) to engage with the local community on final extent of the 20mph scheme and determine local support for that extent.
- Statutory legal process to draft the necessary Traffic Regulation Order (TRO). TRO to be advertised for a minimum of 21 days to receive comments and objections.
- Report comments and objections to Locality Board for a decision on whether to make the TRO.
- Implement the traffic signs and make the TRO operative.

My village is currently unrestricted; why can we not have 20mph?

Initially the Council is looking to progress schemes where speed limits are currently at or below a maximum of 40mph. There are examples of villages where there isn't currently a posted speed limit i.e., national speed limit applied, because driver speeds have historically been very low, and it hasn't been necessary to pursue a TRO for a 30mph for example. This can be the case where there is no street lighting and therefore the roads do not automatically become 'restricted roads' which are subject to a 30mph speed limit due to the presence of streetlights. Sometimes in those cases 'urbanisation' of the village with streetlights and sign clutter may not have been desirable.

Where villages may want a speed limit, 30mph or 20mph where there is currently no posted speed limit, then an application may be submitted where this is clearly indicated, and these can be considered for a future phase of speed reduction schemes.



20mph Prioritisation Matrix

Scheme name: _____

Requested by: _____

Scoring framework	Score	Comments / justification
1. Does the application address a known safety Issue?		
<i>Scoring 0 to 5: 0 – No evidence of addressing safety issues, 1- Anecdotal evidence of risk, 2- Substantial anecdotal evidence including photos and collision details; 3- A small no. of slight injury collisions dispersed within the area; 4- A number of slight injury collisions in groups or serious injury collisions; 5- Designated collision cluster or a no. of serious injury collisions within area.</i>		
2. How would a 20mph scheme increase safety for vulnerable road users?		
<i>Scoring 0 to 5: Consideration for how a 20mph scheme will make it safer for different user groups, reference to information from application form. E.g. consideration of lack of pavement in a village, level of visible frontage especially residential, pedestrians / cyclists crossing; presence of school etc 0 – No positive improvements likely as a result of scheme, 1- Minimal improvement to safety; 3 – Substantial evidence of how safety could be improved; 5 – Overwhelming evidence of how the 20mph scheme extent could improve safety for vulnerable road users</i>		
3. Does the 20mph scheme encourage active travel modes in the area?		
<i>Cumulative scoring: 1 score can be given for each trip attractor identified within the application form. Scores will be given for references to any of the following; evidence of suppressed cycle demand (e.g. links through area to existing or proposed cycle routes); local shop(s) i.e. a food outlet; schools; playgrounds; care homes / assisted living accommodation; village hall or similar; no available footway or narrow roads / paths; a high proportion of vulnerable users, pedestrians or cyclists using the area. Other local factors can be listed that may be thought relevant.</i>		

Scoring framework continued	Score	Comments / justification
4. Does the application extent maximise the impact of the introduction of 20mph?		
<p><i>Scoring 1 to 5: Consideration and evidence of area extent covered, current vehicle speeds and likely compliance. 1 – Isolated small area or single road scheme – minimum length or school zone only. 2 – Scheme on small area and/or including main roads, speeds are currently above 24mph and additional measures needed. 3 – Scheme over large area of town or village (excl. major roads) where compliance may be low, additional measures may be needed. 4 - Scheme covering a considerable area of a town / village, mainly residential (excl. major roads) with vehicle speeds at or below 24mph. 5 – Scheme covering a considerable area within a town/village where it is largely residential, and existing speeds are low and compliance is likely to be high. For the purposes of scoring a major road is one which has been designed with an 'A' or 'B' classification.</i></p>		
5. Does the application have demonstrable support?		
<p><i>Scoring 0 to 5: 0 – No evidence provided of discussion or local support. 1 – Some initial discussion at Parish or Town Council meeting. 3 – Some relevant evidence of support implied through discussions / meetings locally, but further consultation needed. 5 – Relevant evidence of a clear indication of the 20mph area and relevant reference to discussion and consultation to indicate confidence of local support for the scheme and ability to progress without significant objection.</i></p>		
6. Deliverability		
<p><i>How deliverable is the scheme perceived to be by officers based on the application and evidence provided. Scoring 1 to 5: dependant on any of the following – significant unknowns such as extent of area requested, lack of evidence of consultation so unknown level of support, concerns over how a large scheme may be funded or a lack of a clear and defined consideration of merits of the scheme, requirement for additional measures needing funding and significant resources to deliver. 5 - Very easy to deliver with no unknowns, 4 - Easy to deliver, 3 – Some unknowns but not expected to impact on delivery substantially, 2 – Hard to deliver due to lack of supporting evidence, 1 – Very hard to deliver, significant unknowns and lack of supporting evidence.</i></p>		
Total score:		