

**DEPUTY LEADER AND CABINET MEMBER FOR HIGHWAYS, STREETSCENE AND BROADBAND – CLLR JOHN THOMSON**

**HIGHWAYS AND TRANSPORT SERVICE**

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**REFERENCE:** HSB-007-13

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**WILTSHIRE POLICY ON 20 MPH SPEED LIMITS AND ZONES**

**Purpose of Report**

1. To set out how 20 mph speed limits and zones will be applied in Wiltshire following the publication of DfT Circular 01/13 'Setting Local Speed Limits' in January 2013 and the results of Wiltshire Council's own 20 mph rural village trials.

**Background**

2. In January 2013 the Department for Transport (DfT) published Circular 01/13 'Setting Local Speed Limits'. The Circular provides guidance to local highway authorities on the setting of all levels of speed limit. Compared to the previous DfT guidance on speed limits, Circular 01/13 includes extended information on the use of 20 mph speed restrictions (zones and limits) and provides guidance on the criteria used to determine those locations where their use is considered appropriate.
3. Whilst awaiting the publication of Circular 01/13, and in recognition of the likely increase in the number of requests for rural 20 mph limits, Wiltshire Council undertook its own trials involving a small number of 20 mph limits at a number of selected village locations across the county during the 2010/11 financial year. The results of these trials have been used in conjunction with the guidance to develop the overall policy.
4. The Policy does not cover the use of 20 mph speed restrictions outside schools. This is to be subject to a separate review and will be covered by a future report.

**Main Considerations for the Council**

5. The Wiltshire Policy on 20 mph speed limits and zones at **Appendix 1** sets out the proposed eligibility criteria and a mechanism to allow assessment and delivery of received requests for 20 mph restrictions. A list of frequently asked questions and answers is also included.
6. The objective of the policy is to provide engineers, local members and residents with clear evidence based guidance on the future use of 20 mph restrictions and to only introduce them where it can be demonstrated that actual benefit will occur.

**Safeguarding Considerations**

7. Not applicable.

**Public Health Implications**

8. Not applicable.

### **Environmental Impact of the Proposal**

9. Not applicable.

### **Equalities Impact of the Proposal**

10. Not applicable.

### **Risk Assessment**

11. Not applicable at this time.

### **Financial Implications**

12. Funding of any changes to the speed limit, as a result of this policy, is covered within the proposal in **Appendix A of Appendix 1**.

### **Legal Implications**

13. Local Authorities have a duty to set speed limits on roads.

14. The proposal is in line with the DfT published Circular 01/13 'Setting Local Speed Limits'.

### **Options Considered**

15. To:

- (i) Adopt the Policy.
- (ii) Not adopt the Policy.

### **Reason for Proposal**

16. To allow Members and the City, Town and Parish Councils, and other interested individuals, the opportunity to comment.

### **Proposal**

17. That a decision, based on the options set out, be taken following comments received.

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**The following unpublished documents have been relied on in the preparation of this Report:**

None