

20mph Policy

Guidance note for local communities



Greater demand for lower speed environments

The Suffolk County Council 20mph speed limit policy has been updated to reflect a greater demand for lower speed environments where many people live. This will extend the benefits to many rural and village communities previously mainly found in cities, towns and larger settlements.

However, 20mph will not be a suitable speed limit everywhere, and this note is intended to assist local communities to make a judgement if their location would be likely to be successful, prior to commissioning extensive surveys and consultation.

This local community should focus the need for the scheme on placemaking, rather than reducing existing collisions, which often do not have a clear causation or cluster pattern.

A or B roads may be suitable, where the primary function of the space is around place, rather than strategic movement and where speeds are already low. An example would be Bildeston or Lavenham. The extents of any scheme need to be realistic, in most cases replacing the full existing 30mph speed limit with a 20mph limit would not be successful. Retaining a 30mph speed limit between the 20mph limit and the faster approach roads is sensible, to cover roads which do not have the density of development found in the village core. This also allows for a buffer zone for speeds to come down between the rural approaches and the new 20mph area.

Generally, 20mph speed limits are self-enforcing where drivers would expect a high proportion of non-motorised road users to be found, areas such as dense urban residential areas, shopping streets, roads adjacent to schools and routes forming part of an active travel corridor.

Not all community settings are the same, each will have a distinct local character. The locations that are more likely to be suitable have a cluster of activity around defined central core including, for example, a pub, church, village hall, village store and similar public facilities. The housing should have visible frontages and not be set back too far from the road.

Locations that are unlikely to be suitable have different characteristics, such as long linear development without a defined core, where the houses are set back or not visible to passing drivers, and the public facilities not clustered (e.g. does not have at least three community facilities within 200m radius circle) or they are very limited.

Road typical functional use

Generally, where a high proportion of non-motorised road users are, or could be, present or traffic flows are low:

- Urban residential areas.
- Shopping streets.
- Industrial estates (where there is a mix of HGV traffic and pedestrian movements and a lack of segregation).
- Roads adjacent to schools.
- Locations / routes forming part of an Active Travel “corridor”.
- Rural villages.

Traffic calming options

| Type of measure | Application |
|-------------------------------|---|
| Traffic signs | May include: <ul style="list-style-type: none"> • hazard warning or advisory signs • gateways including village name signs with optional road safety messages • enhanced speed limit signs • vehicle activated (interactive) signs • School Safety Zones |
| Road markings | May include: <ul style="list-style-type: none"> • speed limit roundels • “slow” markings • hatching • rumble devices |
| Vertical deflections | Only for use on roads with a 30mph or lower speed limit. May include: <ul style="list-style-type: none"> • road humps • raised tables • speed cushions |
| Horizontal deflections | May include: <ul style="list-style-type: none"> • road narrowing such as kerb build outs, chicanes, or pinch points • traffic islands • pedestrian refuge islands |

Some options may require street lighting.