



Speed Enforcement in 20mph zones

1. Introduction

This short report has been prepared on request of the Police and Crime Panel, who would like to understand the Warwickshire Police position of enforcement of 20mph speed limit zones on public roads.

2. National Position

The Panel may be interested in reviewing the [DfT Circular 1/2013 revised March 2024 - 'Setting Local Speed Limits'](#) – which sets out the basis for setting and revising speed limits across the country, and makes explicit reference to preparations for, and implementation of 20mph zones.

In particular the following section, under paragraph 77:

“Urban Speed Limits

Speed limits in urban areas influence not only safety: they can influence the quality of life, the environment and the local economy.

Traffic authorities should ensure road hierarchies reflect a road’s function and the mix of traffic that it carries. The national speed limit on street-lit roads in England is 30mph.

Traffic authorities should only consider 20mph limits:

- *over time*
- *with consideration of the safety case; and*
- *with local support on:*

OFFICIAL

- *major streets where there are – or are likely to be – significant numbers of journeys on foot, and/or where pedal cycle movements are an important consideration, and this outweighs the disadvantage of longer journey times for motorised traffic*
- *residential streets in cities, towns and villages, particularly where the streets are being used by people on foot and on bicycles, there is community support and the characteristics of the street are suitable*

Where new speed limits are introduced, they should be in places where the majority of drivers will comply with them. General compliance needs to be achievable without an excessive reliance on enforcement.

Authorities should be aware that the reduction of a speed limit will lead to longer journey times for drivers and bus users and could affect air pollution. They should take these effects carefully into account.”

3. Local Position

The PCC has sought to understand the approach of the Chief Constable in respect of their enforcement strategy in respect of 20mph zones, who has confirmed that the Road Safety Unit (RSU) have an enforcement strategy which considers the requirements of DfT Circular 1/2013.

The RSU has received enquiries from Community Speed Watch (CSW) groups, who would like to operate in specific areas where 20 mph limits exist. The RSU local policy on this is reasonable and flexible regarding CSW groups operating in 20mph zones. The Unit is very willing to liaise with CSW groups, offer bespoke advice and monitor compliance when justified. Police enforcement will not be a default position if there are breaches of compliance. Education and advice will always be considered first. Enforcement would be a last option but only then if justified and proportionate.

The Warwickshire Road Safety Partnership, of which Warwickshire Police is a key member, has developed an [online tool to enable the public to report areas where they have concerns about speeding](#) – the process for which is outlined at figure 1 below. This tool contains a form, and an outcomes page, so members of the public can see what action is being taken following submissions. Panel Members may wish to promote this tool to partners who raise concerns about speeding.

The Warwickshire Road Safety Partnership regularly reviews all speed data submitted via the reporting tool to help promote the ethos of safer roads and safer speeds in Warwickshire.

OFFICIAL

Figure 1

