

20mph Signage Regulation Changes - Repeaters Optional & Half as Many Terminals – Costs Fall 40%

A 20's Plenty for Us Briefing March 2017

http://www.20splenty.org/signs_regs_changes

Signing 20mph speed limits has become easier and dramatically cheaper. Repeater signs are now optional. Half the terminal (start/end of limit) signs are required. A minimally signed scheme stipulates 70% fewer capital items. Total costs fall by 40%. Cost per head falls from £2.50 to £1.50.

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Traffic Authorities are required to sign speed limits clearly to drivers which helps police to uphold speeding offences. Boundary signs showing 20mph signs can display the community wish for slower speeds. In May 2016 the Department for Transport updated its Traffic Signs Regulations and General Directives (TSRGD)¹. Changes for 20mph limits:-

- **Repeaters** – The requirement for at least one repeater (reminder) sign was removed.
- **Terminal Signs** - Two terminal signs used to be needed. Now it's only one and can be either side.
- **Fewer New Poles** – to display signs are needed due to fewer signs as above.
- **Reducing or relocating** terminal signs is allowed after a robust risk analysis.
- **Lighting** – only terminal signs from trunk roads need be lit.
- **Fewer Warning signs** are needed in slower speed limits – eg 'slow down' for vulnerable people.
- **Less Maintenance of Fewer Signs** - ongoing costs potentially fall even after costs of removal.

The table below lists signage capital items in the tender for Edinburgh's South Central 20mph scheme. Signage was £113k (52%) of the total £214k budget². Under new signage regulations a minimum of only 275 (instead of 1200) capital items are required. A whopping 77% fewer!

	2011	2017 minimums
Terminal signs	450	225 – no need for pairs of signs. 1 or 2 as desired.
Repeater signs	400	0 – entirely optional
Poles	200	50 – fewer signs to display, which can be either side
Roundels	150	0 – entirely optional
Total capital items	1200	275 (77% fewer as a minimum)

New regulations allow Traffic Authorities more freedom to install signs appropriate to the circumstances, e.g. to reinforce a lowered limit in marginal locations. Reinforcing a 30mph limit makes more sense where 20mph is widespread, for instance by using 30mph reminder/speed camera signs (Diag 880).

Once the policy of wide 20mph is democratically agreed, signage costs are now almost entirely incurred due to changes up from 20mph. A big, inclusive 20mph scheme, with a higher proportion of roads included, is better value for money. Wide area 20mph schemes with few exceptions are now anticipated to cost £1.50 per head instead of the previous average of £2.50 per head, about 40% less overall. Which authority will install a minimally signed 20mph scheme first? We predict others will follow suit. **When costs fall, the benefit to cost ratio usually rises giving even better cost effectiveness / value for money!**

¹ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/523916/DfT-circular-01-2016.pdf May 2016 v2

² http://www.publiccontractsscotland.gov.uk/search/show/search_view.aspx?ID=JUN116417

20's Plenty For Us campaigns for a 20mph default speed limit in built up areas without physical calming.

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