

**Proposed decision to be taken by the
Portfolio Holder for Transport and Planning
on or after 22th November 2013**

Proposed Speed Limits

Recommendations

That the Portfolio Holder for Transport and Planning approves:

- 1) That the proposed speed limits where objections have not been received be implemented as advertised (as outlined at Appendix A); and
- 2) That the proposed speed limits where objections have been received be considered and implemented as advertised (as outlined in Appendix B).

1.0 Introduction

- 1.1 The majority of these proposals have been prioritised for funding by Members from the Transport Seminar Delegated Budgets process.
- 1.2 In addition, a number of the proposed speed limits are being funded by either casualty reduction funds or private developers.
- 1.3 Proposed speed limits have been advertised and this report considers the objections received.

2.0 Background information

- 2.1 In 2007, a new Speed Management Strategy was approved by the County Council as a result of the Speed Limit Circular 01/2006 issued by the Department for Transport (DfT). This has subsequently been superseded by Circular 01/2013. This covers three key areas: Education; Engineering; and Enforcement. The setting of speed limits is a key element of this strategy.
- 2.2 The DfT Circular 01/2013 advises that the following criteria is applied when setting speed limits:
 - (i) Analysing the existing speed data to identify the mean speed of drivers;
 - (ii) To consider the environment and nature of the road; and
 - (iii) To consider any relevant injury accident data.

2.3 The DfT Circular 01/2013 places great emphasis on community concerns, and refers to the environmental impact of traffic and the level of public anxiety.

3.0 Consultation

3.1 Consultation has been carried out with Local Members, Town and Parish Councils, Warwickshire Police, Emergency Services, Road Haulage Association and other statutory consultees.

3.2 Legal notices advertising the proposed speed limits were placed in local newspapers during August and September 2013. Notices were also placed on street, and on the Warwickshire Web pages, advertising the Orders.

4.0 Objections

4.1 Appendix B reports on the proposals to which objections were received listing the objections, the responses and recommendations.

5.0 Background Papers

5.1 Letters/emails of Objection and Support

6.0 Appendices

Appendix A – Full List of proposed Speed Limit Orders

Appendix B – Proposed Speed Limit Orders, with objections raised.

Appendix C – Criteria for setting local speed limits – Circular 1/2013

Appendix D – Maps indicating extents of proposed speed limits

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Appendix A

Proposed Speed Limits

Ref	Road Number/ Location	Road name	Proposed Speed Limit	Objections received Y/N
1	Brinklow, Easehall, Harborough Magna, King's Newnham	Newnham Lane (King's Newnham), Easehall Road (Harbro' Magna), Main Street (Harbro' Magna), Back Lane (Harborough Magna), Ell Lane (Brinklow) Rugby Road (Brinklow), Brinklow Road, Cord Lane (Easehall) Rugby Road, Easehall Road, Back Lane (Easehall), Cathiron Lane, Little Lawford Lane, Clayhill Lane (Little Lawford), Bretford Road, King's Newnham Road, King's Newnham Lane	30, 40 & 50 mph	Y
2	Binton	Grafton Lane	40mph	Y
3	Long Itchington	Bascote Road	50mph	N
4	Stockton and Napton	Calais Lane, Calcutt Lane, Gibraltar Lane, Napton Road, Station Road, Stockton Road, Tomlow Road	50mph	N
5	Moreton Morrell, Ashorne, Moreton Paddox	Wellesbourne Road, Duffus Hill, Brook Lane, Ashorne Road	40 & 50mph	N
6	Earlswood	Cut Throat Lane, Dyers Lane, Salter Street, Tome Hill, Tythe Barn Lane, Umberslade Road, Warings Green Lane	50mph	N
7	Draycote, Bourton-on- Dunsmore, Frankton, Stretton-on- Dunsmore, Birdingbury, Leamington Hastings, Hill	Draycote Road, Glebe Farm Road, Birdingbury Road, Post Office Road, School Lane, Frankton Lane, Birdingbury Lane, Main Street, Bourton Lane, Frankton Road, Marton Road, Long Itchington Road, Stockton Road, Collingham Lane, Broadwell Lane.	30, 40, & 50mph	Y
8	Shustoke	Church Road, Coleshill Road	30 and 40mph	Y
9	Grendon	Spon Lane, Dordon Hall Lane, Sandy Way Lane, Dunns Lane, St Helens Road	50mph	N
10*	Nuneaton	Higham Lane	40mph	N
11	Oxhill, Upper Tysoe, Lower Tysoe	Oxhill Road, Lower Tysoe Road, Radway Road, Badgers Lane, Lane End	30, 40 & 50mph	N
12	Lighthorne, Kineton and Gaydon	Chesterton Road, Moreton Morrell Lane, Bishops Hill, Heath Farm Lane, Bishops Gorse Road, Lighthorne Rough Road, Lighthorne Road, Southam Road, Watery Lane, Church Lane	30 & 50mph	Y
13	Leek Wotton, Hill Wootton and Kenilworth	Warwick Road, Hill Wotton Road,	30, 40 & 50mph	N
14	Hatton, Hatton Green, Little Shrewley	Station Road, Antrobus Close, Ash Close, Eimdene Close, Oakdene Close, Station Road, Mill Lane, Croft lane, Green Lane, Dark Lane	30, 40 & 50mph	Y
15	Wilmcote	Featherbed Lane	50mph	Y
16	Bidford	Honeybourne Road, Cleeve Road, Welford Road	50mph	Y
17	Stratford	Tiddington Road	30mph	Y

*Indicates funding from Casualty Reduction Schemes or Developers

Ref 1 – Brinklow, Easenhall, Harborough Magna, Kings Newnham

Various roads as listed in Appendix A

Proposed Speed Limits – 30mph, 40mph and 50mph

Support

Warwickshire Police are fully supportive of these proposals.

County Councillors Morris-Jones and Timms are both supportive of these proposals.

Objections

Objection (1)

Harborough Magna Parish Council have written to express their concerns relating to the proposal to introduce a 50mph speed limit on Back Lane, Harborough Magna. Their objection refers to the nature of the rural road and its use by vulnerable road users including pedestrians and horse riders. They would prefer a 30mph speed limit to be introduced, to protect these users.

Response

Warwickshire County Council's policy on the setting of rural speed limits follows the guidance issued by The Department for Transport in Circular 1/2013. This document sets out the criteria to be used when assessing the suitability of a route for a lower speed limit. Information relating to the environment, accident statistics and the mean speed of traffic using the route, are the most important factors to consider. Back Lane has been assessed against these criteria and a 50 mph limit is appropriate for this short section of road.

Objection (2) and (3)

Kings Newnham Parish council and a resident of the village have written to object to the proposal to introduce a 30mph speed limit through the built-up area of Kings Newnham. They would like the proposals to encompass a larger area, extending further to cover a junction situated approx. ¼ mile from the centre of the village. This junction has a farm complex situated on it, and has caused concern relating to road safety in the vicinity of the junction.

Response

The junction in question is remote from the main part of the village and is in a rural setting. In this location the criteria for a 30mph speed limit, based on the guidance issued by DfT would not support the introduction of the extension of the 30mph speed limit.

Recommendation

It is recommended that the 30mph, 40mph and 50mph speed limits are implemented as advertised.

Ref 2 – Grafton Lane, Binton

Proposed speed limit - 40mph

Objection (1)

Warwickshire Police have objected to the proposed 40mph speed limit on Grafton Lane. Their objection is based on the recorded speeds of 46-49mph being above the requirement of DfT Circular 1/2013, that recorded speeds should be in line with the proposed new speed limit. They go on to say that although there have been four recorded injury accidents since 2010, only one was as a result of excessive speed.

Given the accident history, there is no prospect of any targeted enforcement being carried out. Any enforcement of the proposed speed limit would have to be as a result of a specific nomination as a 'community priority concern' identified at the Community Forum.

Response

This speed limit has been proposed by the previous County Councillor for the area, and is supported by the current County Councillor. It has been nominated as one of the priorities for the community and is funded from the delegated budgets process. The wider community have expressed their concerns about the safety of this stretch of road, particularly at the junction, and have long campaigned for a reduction in the speed limit on the approach to the built up area of Binton.

The recorded mean speeds towards Binton are 39-44mph, which is within the range applicable for a 40mph speed limit to be introduced. In the opposing direction (away from Binton) speeds are higher, at 46-49mph. This is above the enforcement threshold, but the introduction of a posted speed limit is likely to reduce speeds by 2-4 mph, with just the introduction of signs. This should bring the range down to below the enforcement threshold.

It is felt that the accident levels may be reduced if a lower speed limit is introduced. At the junction of Grafton Lane and Church Bank there is substandard visibility, and this has been recorded as a contributory factor in two of the four recorded collisions. In addition (as suggested above) one of the other collisions was due to excessive speed. These accident patterns could be addressed by the introduction of a lower speed limit, as there would be greater opportunity to observe approaching traffic at the junction if traffic speeds were lower.

There is no specific requirement for enforcement activities to take place, other than through Community Forum representations, as is the current practice.

Recommendation

That the 40mph speed limit be introduced as advertised.

Ref 7 – Draycote, Bourton-on-Dunsmore, Frankton, Stretton-on-Dunsmore, Birdingbury, Leamington Hastings and Hill

Various roads as listed in Appendix A

Proposed Speed limits – 30mph, 40mph, and 50mph

Support

Warwickshire Police fully support these proposals.

The local member, County Councillor Roberts fully supports these proposals.

Objections

Objection (1)

A resident of Bourton Lane has objected to the 50mph speed limit proposed for Bourton Lane. The objector feels the route should be reduced to a maximum of 30mph, with a short section around a severe bend further reduced to 20mph. The objector has expressed concerns about the use of the route by larger vehicles, and the speed at which some vehicles travel along the road. The road is narrow and has only passing room for single vehicles in some locations.

Response

Warwickshire County Council's policy on the setting of rural speed limits, follows the guidance issued by The Department for Transport in Circular 1/2013. This document sets out the criteria to be used when assessing the suitability of a route for a lower speed limit. Information relating to the environment, accident statistics and the mean speed of traffic using the route, are the most important factors to consider. Bourton Lane has been assessed against this criteria, and a 50mph limit is appropriate for this section of road.

Whilst it is agreed that this section of route is narrow and has a severe bend, the Circular does not recommend introducing lower speed limits for isolated hazards.

Recommendation

That the 30mph, 40mph and 50mph speed limits be implemented as advertised.

Ref 8 – Church Road and Coleshill Road , Shustoke, North Warwickshire

Proposed Speed limits - 30mph and 40mph.

Objection (1)

Warwickshire Police have formally objected to both proposals for a 30mph in the village and the proposed 40mph as a 'buffer' zone at the extents of the village. Their primary reason for the objection relates to the existing mean (average) recorded speeds. Where the 30mph speed limit is proposed the current mean speeds are 37mph to 39mph, and where the 40mph limit is proposed the mean speeds are recorded as 39mph to 45mph and 48mph to 49mph. They go on to say that this will not be a successful speed limit and would risk criminalising the average motorist who exceeds the new limits. They are further concerned that there are no current proposals to introduce any additional speed management measures, if these proposed speed limits are unsuccessful.

With the relatively good accident history within the area, it is unlikely that there will be any targeted Police enforcement unless it is nominated specifically at the Community Forum.

Response

Most villages within Warwickshire are governed by a 30mph limit. These proposals will bring Shustoke village in line with other villages. Research has been carried out on speed compliance and it is expected that the introduction of the 30mph and 40mph speed limits will bring mean speeds down by approx. 2-4mph, with the introduction of signs as proposed. This will result in mean speeds of 34mph to 36mph, within the 30mph limit, and at worst around 45mph in the proposed 40mph limit.

There will be no specific requirement for enforcement activities, unless requested by the Community Forum.

Recommendation

That the 30mph and 40mph speed limits be introduced as advertised.

Ref 12 – Lighthorne, Kineton and Gaydon

Various roads as listed in Appendix A

Proposed speed limit – 30mph and 50mph

Support

Warwickshire Police fully support these proposals.

The local member County Councillor Williams supports these proposals.

Objections

Objection (1)

A resident of Lighthorne has formally objected to the proposals for a 50mph speed limit on the rural roads within the area. The focus of the objection is that most of the rural roads are narrow, with no curb edges. Additionally, many of the roads are unsuitable for a 50mph restriction because of the nature of the route, and the fact that the introduction of a 50mph speed limit may give a subliminal message to drivers that it is safe to drive at that speed. The objector feels that the roads are only suitable to be driven at lower speeds. Some of the lanes that are proposed to be reduced to 50mph are for access only, being dead ends, and access to farms etc. The objector feels that to introduce a 50mph limit on these roads is unnecessary, and will despoil the environment with more signs.

Additionally, the proposals to introduce a 30mph limit from Moreton Morrell Lane to Church Lane and to the Old Rectory is unsuitable, as it is deeply pot-holed and requires extreme care to navigate. It is suggested that a 5mph speed limit should be the maximum permitted. However, it is also suggested that there is little traffic and any limit is unnecessary as traffic limits itself.

The objector goes on to say that Warwickshire's roads are over-signed, and erecting further signs would be unnecessary, a waste of money and despoil the environment.

Response

The proposals include various small local rural roads that form a network around Lighthorne and surrounding villages. The proposals include the introduction of a 50mph speed limit on many of these roads as an holistic approach to the traffic regulation order process. Where these roads meet with other roads of a more substantial nature they have been included in the process so that it may be possible to limit the number of new signs installed. Where a substantive road meets one of the very small roads if they were not included in the TRO then at each entry point it would be necessary to install two terminal signs indicating the 50mph on the major route. To include the minor roads means that we are not required to introduce as many signs as there will be a continuation of the speed limit order, thus removing the requirement for terminal signs. Wherever possible it is intended to limit the frequency of repeater signs to the absolute minimum number required to make the speed limit self-regulating.

The 30mph speed limit proposal for Lighthorne village is intended to cover the extents of the built up area. Currently the existing speed limit does not cover the whole of the village with a

small section near Church Lane being outside the 30mph limit. Wherever possible it is intended to limit the frequency of repeater signs to protect the environment.

Objection (2)

This objector has raised objections to both the 50mph and the 30mph speed limit proposals for the following reasons:

Value for money, the objector feels that the cost of reducing the speed limit and changing the signs does not represent good value for money.

He also questions the statistical justification for the reduction, and considers the number of accidents/near misses may not justify the reduction to 50mph.

The objector questions the reasoning behind not including the Fosse Way in the proposals, given its accident history.

The objector is concerned that the new speed limits will not be enforced.

The objector also believes that the national speed limit should be 50mph, to save the cost of changing signs etc.

With regard to the objection to the proposed 30mph speed limit, the objector welcomes the concept, but believes a 20mph speed limit in the village would be more appropriate. He also raises the issue of the additional signs being sign clutter in the conservation village.

He goes on the express concerns over a road in Gaydon village that does not form part of these proposals.

Response

The reduction in speed limits has been proposed over a wide area, encompassing many local roads. This approach leads to an economies of scale advantage, in that many local roads can benefit from a reduction in speed limit with one single speed limit order being processed. This in turn allows the Council to reduce the cost of implementing speed limits over a large area, thus benefitting an extended community.

Community representatives including the local County Councillor have expressed their concerns over the speed of traffic in the area, and have identified these speed limit changes as one of their priority schemes for the year.

The Fosse Way is a long route within Warwickshire, and although the accident frequency is concerning, the route changes along its length at various sections from being very windy with bends and junctions, to being very straight without any bends or accesses. One of the predominant factors leading to speed limit changes is getting the right speed limit for the route. And as this route is travelled over many miles by the same drivers, consistency is required along its length. The Fosse way is governed by the national speed limit of 60mph along its entire length within Warwickshire, except where it passes through two villages.

With regard to the national speed limit being reduced to 50mph, thus removing the need for additional signs. This is a matter for the Department for Transport; Local Authorities have no control over national policy. Enforcement of speed limits is a matter for the Police. However,

the recorded average speeds on all of the roads where a reduction in speed limit is proposed are compliant with the proposed speed limit. Therefore it is unlikely that any additional enforcement will be necessary.

The proposals to introduce a 30mph speed limit in the village are to fully restrict the village roads to 30mph. Currently there are sections of Church Lane and Moreton Morrell Lane that fall outside the extents of the existing 30mph limit. This proposal is to address this anomaly. Care will be taken to limit the number of additional signs to the minimum as this is a conservation area.

Objection (3)

Lighthorne Parish Council has objected to the proposed 30mph speed limit in the village of Lighthorne. The objection is based on the detrimental impact that speed limit signs will have on the environment in the conservation area.

They have also raised objections to the proposed 50mph speed limit on the rural roads in the area. The basis of the objection relates to the need to introduce repeater signs on very narrow roads, which will be regarded as street clutter and despoil the environment. They also raise concerns that these routes are unsuitable to be driven at 50mph due to the nature of the roads, and this may lead to drivers attempting to drive at a faster than advisable speed for the road.

Response

With regard to the introduction of the 30mph speed limit in the village of Lighthorne. This is intended to cover a section of the village that is not currently subject to the normal speed limit of 30mph in the built up area. Any signs that will be required will be kept to the absolute minimum to address the community concerns relating to sign clutter.

The 50mph speed limit for the rural roads is proposed as an area wide initiative. To enable the County Council to take advantage of the economies of scale, this approach is now taken when considering changes to speed limits. The concept of including a whole area covered by a single speed limit is justified, as it reduces the need for additional signs at junction where limits change. Any repeater signs will be sympathetically installed so that they are as few as possible, and in suitable locations so that the average motorist is aware of the speed limit. Any drivers using these roads will be required to drive to the prevailing road conditions, regardless of the posted speed limit, as is currently the case. It is not considered a serious risk that drivers will drive at 50mph where it is not safe to do so.

Recommendation

That the 30 and 50mph speed limits be introduced as advertised

Ref 14 – Hatton, Hatton Green, Little Shrewley

Various roads as listed in Appendix A

Proposed speed limits - 30mph, 40mph and 50mph

Support

Warwickshire Police have not formally objected to these proposals.

The local Member, County Councillor Mrs Compton is fully supportive of these proposals.

Objections

Objections (1) and (2)

Objections have been received from two residents of Little Shrewley who raise concerns about the proposals to introduce a 50mph speed limit on part of Mill Lane, Little Shrewley. The objections relate to the narrowness of the road, its rural environment and its use by vulnerable road users such as dog walkers, horse riders and ramblers. Concerns are also raised relating to the use of this lane by motorists relying on Sat Navs in vehicles that are potentially unsuitable for this route. The objectors would like to see the introduction of a 30mph limit along the whole length of Mill Lane.

Response

Part of Mill Lane is proposed to be reduced to 30mph where the residential properties are located. The remainder of the route is rural with no frontage development. The criteria detailed in DfT Circular 1/2013, limits the introduction of 30mph speed limits to only those locations where the road is built-up on both sides of the road. This is because, an average driver will only drive to the prevailing conditions, and will only respond to speed limits where they perceive there to be a sound reason for their introduction. If Mill Lane were to be made 30mph for its whole length, the driver would see no reason for reducing their speed in the rural section, and may continue to drive at an inappropriately high speed through the built up area, as no other signs will be installed (other than small repeater signs). This may lead to unsuitably high speeds through the part of the village where the majority of people live and are actively using the roads for leisure activities etc.

Recommendation

That the 30mph, 40mph and 50mph speed limits be introduced as advertised.

Ref 15 – Featherbed Lane, Aston Cantlow

Proposed speed limit - 50mph

Support

Warwickshire Police fully support these proposals.

The local Member, County Councillor Horner is supportive of these proposals.

Objections

Objection (1)

This objection relates to the cost of the introduction of the proposed 50mph speed limit, being unnecessary and it is felt that the County Council should spend the money improving the maintenance of the roads. Concerns are also raised regarding the lack of enforcement for speed limits both existing and proposed, due to a lack of traffic policing. The objector also believes that this proposal is as a direct result of a fatal road accident that occurred on the road, which may not have been prevented by a reduction in the speed limit.

Response

The previous County Councillor responded to the concerns of the community following a fatal accident that occurred on this stretch of road. The road is quite narrow and takes a considerable amount of tourist traffic including tour buses accessing Mary Arden's House. The proposed 50mph speed limit conforms to the requirements of the criteria in Circular 1/2013, for this type of road, and is likely to be largely self-enforcing, as existing recorded vehicles speeds are between 44mph and 49mph.

Recommendation

That the 50mph speed limit be introduced as advertised.

Ref 16 – Bidford

Honeybourne Road, Cleeve Road and Welford Road

Proposed speed limit - 50mph

Support

Warwickshire Police are fully supportive of these proposals.

Local Ward Members of Stratford District Council have also written to support this proposal.

As a result of the consultation, many residents of nearby Bickmarsh, which is situated within Worcestershire, have written to express their support for the introduction of the 50mph limit. They have also expressed concerns over the lack of a speed limit reduction through Bickmarsh, but it is understood that Worcestershire County Council are now progressing this within their area.

Objections

Objection (1)

A local resident has objected to the proposed 50mph speed limit for the following reasons:-

1. The order is unnecessary, as the current national speed limit of 60mph is adequate
2. The roads concerned have little housing accessed from the road.
3. The costs associated with the Order process and the signs is unnecessary in a time of tight financing.
4. The termination of the speed limit at the county boundary will not help residents in Sixteen Acres Lane which is within Worcestershire
5. There is a short length of 50mph proposed from Barton to the crossroads. It would difficult for vehicles to accelerate up to 50mph before they need to slow down again, making the 50mph pointless.
6. There is no justification for the introduction of the 50mph on Cleeve Road as there are no properties on this section of the road.

Response

The proposal to introduce a 50mph speed limit has been prioritised by the local County Councillor through the delegated budgets process, in response to continued concerns being raised by the local community. The speed limit is proposed for roads within Warwickshire. This location is bordering on the boundary of Worcestershire, and the community is split between the two counties. Sixteen Acres Lane is situated within Worcestershire, and Worcestershire County Council have now agreed to change the speed limit in their area to respond to the community's on-going concerns. All section of the roads proposed for a reduction to 50mph , are rural and have no frontage development. This makes them suitable under the criteria in Circular 1/2014 for a 50mph speed limit.

Recommendation

That the 50mph speed limit be implemented as advertised.

Ref 17 – Tiddington Road, Stratford upon Avon

Proposed speed limit - 30mph

Support

County Councillors Rolfe and Fradgley are fully supportive of this scheme. This proposal has been put forward as one of the priority schemes for the area, through the delegated budgets process. Councillors have canvassed locally to determine if there is support in the community for this reduction in speed limit, and have received favourable comments from the majority of those questioned.

A resident of Tiddington Road has written in support of this proposal, having prepared a recent petition to the County Council for this reduction. The petition received support of 90% of the residents who were contacted.

Another resident of Tiddington Road has also written to express their support for the reduction in speed limit to 30mph as proposed.

Objections

Objection (1)

Warwickshire Police have formally objected to the proposed 30mph. They have examined the collected speed data for this section of road. This data shows the mean speed to be 39mph, which is consistent with a relatively well complied with 40mph speed limit as set out in DfT Circular 1/2013, it is not consistent with a 30mph limit. If this limit were to be introduced, it is feared that the preceding and following 30mph limits would also be detrimentally affected as they would lose their terminal signing to support the speed limit reduction.

There are no recorded injury collisions that site excessive or inappropriate speed as a contributory factor. In light of these statistics, there is no prospect of any targeted speed enforcement being carried out by Police, unless it is nominated as a 'community priority concerns' be the local Community Forum.

Response

The recorded speeds are higher than desirable for the introduction of a 30mph limit, and in normal circumstances this would be a concern as it would not be in compliance with the County Council's usual policy. However, the section of road in question falls between two existing 30mph speed limits, and would be continuous for approximately 1.5 miles from the village of Tiddington into Stratford town centre. Drivers continuing along this road would see no reason for increasing their speed along the route, as it is built up on both sides, albeit in this section the properties are set back from the carriageway. In the summer months this section of road is often heavily trafficked, by tourists and used as a route for recreational activities.

There is no obligation for the Police to carry out any enforcement activities along the route, and their normal procedures are to deploy enforcement if it is raised as a priority at the Community Forum, which is the situation with any other speed limit.

Objection (2)

A resident of Tiddington Road has raised an objection on the grounds that the road is not busy, unless there are road closures on other routes, and traffic appears to stay within the realms of 40mph. The reduction to 30mph will achieve nothing except create an easy money spinner for mobile radar operators.

Response

In the summer months this section of road is often heavily trafficked, particularly when there are events being held in Stratford town centre and on bank holiday weekends. This volume of traffic means speeds are lower on these occasions than in 'free flow' conditions. There has been widespread local support for the introduction of a 30mph speed limit along this route, both from County Councillors and other residents. There will be no requirement for any specific police enforcement activities as a result of this proposal.

Objection (3)

A resident of Tiddington Road has objected to the speed limit on the following grounds:-

1. The road has no serious accidents
2. The traffic moves well at present and most people do not speed
3. There is a 30mph speed limit in Tiddington and if it joins to the Tiddington Road the 30mph will extend for nearly 1.5 miles.
4. Tiddington Road is straight and at present people do not park on the road. I feel if the speed limit was reduced people may do and cause more congestion. On some days the traffic can back up over a mile.
5. In the past we have argued against inappropriate development of land by the use of vision splays which will be reduced if a 30mph limit is imposed.

Response

It is agreed that within the last three years there have been no recorded injury accidents. It is also agreed that the currently existing 40mph speed limit is well respected. However, there is overwhelming support within the local community for the introduction of a 30mph speed limit to run continuously from Tiddington village into Stratford town centre. This length of 30mph will extend for approx. 1.5miles as stated by the objector. Drivers using the route will have no reason for increasing their speed along this length, and should readily comply with the 30mph speed limit proposed. When events are being held in Stratford town centre or on bank holiday weekends, traffic volumes along this route are high, and vehicle speeds are very low. During the summer months, this route is used as a recreational route by pedestrians and cyclists and can be extremely busy with this type of user.

Any developments proposed in the area would be subject to the normal planning processes, and may benefit from the reduction in speed limit. However, each case will need to be judged on its individual merits, through the appropriate channels.

Objection (4)

A resident of Tiddington Road has objected to the speed limit on the following grounds:-

1. There have been no significant speed related traffic accidents on this section of road
2. The relevant section of the Tiddington Road is not sufficiently built-up to require a 30mph limit
3. A variety of speed limits along the length of a road is proven to be safer to keep the driver aware of his responsibilities.
4. A 30mph speed limit would allow more intensive housing developments to be built
5. The residents' petition to reduce the speed limit on the road was flawed because residents were not given all the relevant information.

Response

It is agreed that there are no recorded injury accidents relating to speed along this section of the road. Tiddington Road is a residential road with properties on both sides of the carriageway along the whole length. Some of these properties are large and are set back from the highway. There is no evidence to suggest that changes to speed limits keep a driver alert. The DfT have issued guidance that advises that there should be consistency of speed limits along lengths of road, and to avoid unnecessary changes wherever feasible.

With regard to the increase in housing development, this would be a matter for the planning authority to consider as individual planning applications are submitted.

The petition raised by residents had overwhelming support for the introduction of a 30mph speed limit, and this proposal is supported by the two County Councillors for the area.

Recommendation

That the 30mph speed limit be implemented as advertised.

SETTING LOCAL SPEED LIMITS

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SECTION 1: INTRODUCTION

Key points

Speed limits should be evidence-led and self-explaining and seek to reinforce people's assessment of what is a safe speed to travel. They should encourage self-compliance. Speed limits should be seen by drivers as the maximum rather than a target speed.

Traffic authorities set local speed limits in situations where local needs and conditions suggest a speed limit which is lower than the national speed limit.

This guidance is to be used for setting all local speed limits on single and dual carriageway roads in both urban and rural areas.

This guidance should also be used as the basis for assessments of local speed limits, for developing route management strategies and for developing the speed management strategies which can be included in Local Transport Plans.

Traffic authorities are asked to keep their speed limits under review with changing circumstances, and to consider the introduction of more 20 mph limits and zones, over time, in urban areas and built-up village streets that are primarily residential, to ensure greater safety for pedestrians and cyclists, using the criteria in Section 6.

1. The Department for Transport has a vision for a transport system that is an engine for economic growth, but one that is also more sustainable, safer, and improves quality of life in our communities.
2. It is clear how setting appropriate speed limits with the aim of achieving safe and appropriate driving speeds can play an important role in supporting this vision. This guidance sets out the framework that traffic authorities should follow when setting and reviewing local speed limits.
3. Roads should be designed so that mistakes made by road users do not result in death or serious injury. Effective speed management is part of creating a safe road environment which is fit for purpose. It involves many components designed to work together to require, encourage and help road users to adopt appropriate and safe speeds below the speed limit. As well as being the legal limit, speed limits are a key source of information to road users, particularly as an indicator of the nature and risks posed by that road both to themselves and to all other road users. Speed limits should, therefore, be evidence-led and self-explaining, and seek to reinforce people's assessment of what is a safe speed to travel and encourage self-compliance. They should be seen by drivers as the maximum speed rather than as a target speed at which to drive

irrespective of conditions. It is often not appropriate or safe to drive at the maximum speed limit.

4. The overall speed limit framework, including the setting of national limits for different road types, and which exceptions to these general limits can be applied, is the responsibility of the government. The three national speed limits are:
 - the 30 mph speed limit on roads with street lighting (sometimes referred to as Restricted Roads)
 - the national speed limit of 60 mph on single carriageway roads
 - the national speed limit of 70 mph on dual carriageways and motorways.

These national limits are not, however, appropriate for all roads. The speed limit regime enables traffic authorities to set local speed limits in situations where local needs and conditions suggest a speed limit which is different from the respective national speed limit.

5. Local speed limits are determined by traffic authorities having regard to guidance issued by the Department for Transport. This guidance applies to England and supersedes that previously contained in DfT Circular 01/2006, which is now cancelled.¹
6. The guidance retains and builds upon many of the underlying principles of DfT Circular 01/2006, but provides additional evidence of the safety and wider benefits of setting appropriate speed limits. It builds on the responses received to the consultation held by the Department in 2012 as well as to an earlier consultation held in 2009.
7. It is aimed primarily at traffic authorities responsible for setting local speed limits, but is also designed to help improve the wider understanding of why and how local speed limits are determined.
8. The guidance is to be used for setting all local speed limits on single and dual carriageway roads in both urban and rural areas. It brings together some of the main features of other published guidance on speed limit related issues, including speed-related road traffic regulation and signing, street lighting, traffic calming, speed limits in villages, and 20 mph speed limits and zones.
9. The guidance should not, however, be used in isolation, but read in conjunction with the more comprehensive advice on these matters set out in the appropriate Traffic Advisory Leaflets and with the relevant

¹ In Wales, *Setting Local Speed Limits in Wales*, Welsh Assembly Government Circular No: 24/2009, issued by the Welsh Assembly Government in October 2009, is in use and in Scotland, *Setting Local Speed Limits: Guidance for Local Authorities*: ETLLD Circular 1/2006 applies.

legislation, including the Traffic Signs Regulations and General Directions 2002 (TSRGD 2002)².

10. This guidance introduces, in section 5, the Speed Limit Appraisal Tool, a web-based tool available at <https://www.gov.uk/government/publications/speed-limit-appraisal-tool>. It has been designed to help local authorities assess the full costs and benefits of any proposed schemes and make robust, evidence-based decisions about which limits they put in place.

Priorities for action

11. The guidance in this Circular should be used as the basis for:
- assessments of local speed limits;
 - developing route management strategies; and
 - developing speed management strategies.
12. Traffic authorities are asked to:
- **keep their speed limits under review** with changing circumstances;
 - consider the **introduction of more 20 mph limits and zones, over time, in urban areas and built-up village streets that are primarily residential**, to ensure greater safety for pedestrians and cyclists, using the criteria in Section 6.

² Please note that all references to legislation within this Circular are references to that legislation as amended.

SECTION 2: BACKGROUND AND OBJECTIVES OF THE CIRCULAR

Key points

Traffic authorities continue to have the flexibility to set local speed limits that are appropriate for the individual road, reflecting local needs and taking account of all local considerations.

Local speed limits should not be set in isolation, but as part of a package with other measures to manage vehicle speeds and improve road safety.

Background

13. Setting speed limits at the appropriate level for the road, and ensuring compliance with these limits, play a key part in ensuring greater safety for all road users. The relationship between speed and likelihood of collision as well as severity of injury is complex, but there is a strong correlation. As a general rule for every 1 mph reduction in average speed, collision frequency reduces by around 5% (Taylor, Lynam and Baruya, 2000). For typical types of road traffic collisions the risk of death for drivers and pedestrians involved reduces with reduced vehicle speeds and it is particularly important to consider those speeds where the balance tips in favour of survival.
14. Reported road casualty statistics also show the role of *exceeding the speed limit* and *travelling too fast for the conditions* as contributory factors in road traffic collisions. In 2011 at least one of these two factors was reported in 12 per cent of all accidents and these accidents accounted for 25 per cent of all fatalities. Other reported contributory factors such as *loss of control* or *careless, reckless or in a hurry* can often be related to excess or inappropriate speed, and even where the contributory factors are unrelated to the vehicle speed, higher speeds will often aggravate the outcome of the collision and injuries. It should be recognised that identification of contributory factors is largely subjective and is not necessarily the result of extensive investigation.
15. This updated guidance provides part of the framework for speed limits, where local authorities can set speed limits on their roads below the national limit, in response to local risk factors and conditions. It will help ensure appropriate and consistent speed limits, which will contribute to reducing the number of road deaths, as well as casualties overall; tackling pedestrian and cyclist casualties in towns and cities; improving the safety on rural roads; and reducing variations in safety from area to area and road to road.

16. The objectives of this guidance also fit into the context of some wider transport and cross-government priorities, which those responsible for setting local speed limits should bear in mind:
- The Department for Transport's vision is for a transport system that is an engine for economic growth but one that is also greener and safer and improves quality of life in our communities.
 - We also want our roads to become safer, less congested and less polluted.
 - We want to encourage sustainable local travel and economic growth by making public transport and cycling and walking more attractive and effective, promoting lower carbon transport and tackling local road congestion.
 - We want to contribute to wider public health and safety outcomes by contributing to a reduction in road casualties.

Objectives of the Circular

17. The key objectives of this guidance are:
- the provision of up-to-date and consistent advice to traffic authorities;
 - improved clarity which will aid greater consistency of speed limits across the country;
 - enabling the setting of more appropriate local speed limits, including lower or higher limits where conditions dictate;
 - achieving local speed limits that better reflect the needs of all road users, not just motorised vehicles;
 - ensuring improved quality of life for local communities and a better balance between road safety, accessibility and environmental objectives, especially in rural communities;
 - improved recognition and understanding by road users of the risks involved on different types of road, the speed limits that apply, and the reasons why;
 - improved respect for speed limits, and in turn improved compliance; and
 - continued reductions in the number of road traffic collisions, injuries and deaths in which excessive or inappropriate speed is a contributory factor.
18. Speed limits are only one element of speed management. Local speed limits should not be set in isolation. They should be part of a package with other speed management measures including engineering and road geometry that respect the needs of all road users and raise the driver's awareness of their environment; education; driver information; training and publicity. Within their overall network management responsibilities, these measures should enable traffic authorities to deliver speed limits and, as importantly, actual vehicle speeds that are safe and appropriate for the road and its surroundings. The measures should also help drivers to be more readily aware of the road environment and to drive at an appropriate speed at all times.

19. Unless a speed limit is set with support from the local community, the police and other local services, with supporting education, and with consideration of whether engineering measures are necessary to reduce speeds; or if it is set unrealistically low for the particular road function and condition, it may be ineffective and drivers may not comply with the speed limit.

20. If many drivers continued to travel at unacceptable speeds, the risk of collisions and injuries would increase and significant and avoidable enforcement activity would be needed

SECTION 3: THE UNDERLYING PRINCIPLES OF LOCAL SPEED LIMITS

Key points

The Highways Agency is responsible for determining speed limits on the trunk road network. Local traffic authorities are responsible for determining speed limits on the local road network.

It is important that traffic authorities and police forces work closely together in determining, or considering, any changes to speed limits.

The full range of speed management measures should always be considered before a new speed limit is introduced.

The underlying aim should be to achieve a 'safe' distribution of speeds. The **key factors that should be taken into account in any decisions** on local speed limits are:

- **history of collisions;**
- **road geometry and engineering;**
- **road function;**
- **Composition of road users** (including existing and potential levels of vulnerable road users);
- **existing traffic speeds;** and
- **road environment.**

While these factors need to be considered for all road types, they may be weighted differently in urban or rural areas. The impact on community and environmental outcomes should also be considered.

The minimum length of a speed limit should generally be not less than 600 metres to avoid too many changes of speed limit along the route.

Speed limits should not be used to attempt to solve the problem of isolated hazards, such as a single road junction or reduced forward visibility, e.g. at a bend.

Responsibility for local speed limits

21. The Highways Agency is responsible for determining speed limits on the trunk road network, and local traffic authorities are responsible for determining speed limits on the local road network. In this Circular, the term 'traffic authority' is used to denote both the Highways Agency and local traffic authorities.
22. It is important that traffic authorities and police forces work together closely and from an early stage when considering or determining any changes to

speed limits. This may be through the local road safety partnership arrangements. It is also important that neighbouring traffic authorities work closely together, especially where roads cross boundaries, to ensure speed limits remain consistent. As part of the process of making a speed limit order, consultation of those affected is of key importance and, together with good information about planned changes, this will improve support for and compliance with new limits. The legislative requirements are summarised in Section 4.

Considerations in setting local speed limits

23. A study of types of crashes, their severity, causes and frequency, together with a survey of traffic speeds, should indicate whether an existing speed limit is appropriate for the type of road and mix of use by different groups of road users, including the presence or potential presence of vulnerable road users (including people walking, cycling or riding horses, or on motorbikes), or whether it needs to be changed. Local residents may also express their concerns or desire for a lower speed limit and these comments should be considered.
24. Where limits for air quality are in danger of being exceeded, compliance with those air quality limits could be an important factor in the choice of speed limit. But depending on the individual circumstances the imposition of a speed limit will not always be the solution. And the visible characteristics of a road affect the speed that a driver chooses: to be effective, the reasons for a limit need to be apparent.
25. It may well be that a speed limit need not be changed if the collision rate can be improved or wider quality of life objectives can be achieved through other speed management measures, or other measures. These alternative measures should always be considered before proceeding with a new speed limit.
26. Where there is poor compliance with an existing speed limit on a road or stretch of road the reasons for the non-compliance should be examined before a solution is sought. If the speed limit is set too low for no clear reason and the risk of collisions is low, then it may be appropriate to increase the limit. If the existing limit is in place for a good reason, solutions may include engineering measures or changes to the road environment to ensure it better matches the speed limit, or local education and publicity. Enforcement may also be appropriate, but should be considered only after the other measures and jointly with the police force.

The underlying principles

27. The aim of speed management policies should be to achieve a safe distribution of speeds consistent with the speed limit that reflects the function of the road and the road environment. This should imply a mean

speed appropriate to the prevailing road environment, and all vehicles moving at speeds below or at the posted speed limit, while having regard to the traffic conditions.

28. The estimated collision and injury savings should also be an important factor when considering changes to a local speed limit. Another key factor when setting a speed limit is what the road looks like to the road users. Drivers are likely to expect and respect lower limits, and be influenced when deciding on what is an appropriate speed, where they can see there are potential hazards, for example outside schools, in residential areas or villages and in shopping streets.
29. A principal aim in determining appropriate speed limits should, therefore, be to provide a consistent message between speed limit and what the road looks like, and for changes in speed limit to be reflective of changes in the road layout and characteristics.
30. The following will be **important factors when considering what is an appropriate speed limit**:
 - **history of collisions**, including frequency, severity, types and causes;
 - **road geometry and engineering** (width, sightlines, bends, junctions, accesses and safety barriers etc.);
 - **road function** (strategic, through traffic, local access etc.);
 - **Composition of road users** (including existing and potential levels of vulnerable road users);
 - **existing traffic speeds**; and
 - **road environment**, including level of road-side development and possible impacts on residents (e.g. severance, noise, or air quality).

While these factors need to be considered for all road types, they may be weighted differently in urban or rural areas. The impact on community and environmental outcomes should also be considered.

31. Before introducing or changing a local speed limit, traffic authorities will wish to satisfy themselves that the expected benefits exceed the costs. Many of the costs and benefits do not have monetary values associated with them, but traffic authorities should include an assessment of the following factors:
 - collision and casualty savings;
 - conditions and facilities for vulnerable road users;
 - impacts on walking and cycling and other mode shift;
 - congestion and journey time reliability;
 - environmental, community and quality of life impact, such as emissions, severance of local communities, visual impact, noise and vibration; and
 - costs, including of engineering and other physical measures including signing, maintenance and cost of enforcement.

The speed limit appraisal toolkit, found at section 5, will help assess the full costs and benefits of any proposed schemes.

32. Different road users perceive risks and appropriate speeds differently, and drivers and riders of motor vehicles often do not have the same perception of the hazards of speed as do people on foot, on bicycles or on horseback. Fear of traffic can affect peoples' quality of life and the needs of vulnerable road users must be fully taken into account in order to further encourage these modes of travel and improve their safety. Speed management strategies should seek to protect local community life.
33. In order to ensure compliance with a new lower local limit, as well as make it legally enforceable, it is important that the limit is signed correctly and consistently. The introduction of a new Speed Limit Order must coincide with the signing of the new limit. Traffic Authorities must ensure that speed limits meet the legislative process and the requirements of the TSRGD. Any new limit should also be accompanied by publicity and, where appropriate, effective engineering changes to the road itself. Without these measures, the new limit is unlikely to be fully complied with.
34. On rural roads there is often a difference of opinion as to what constitutes a reasonable balance between the risk of a collision, journey efficiency and environmental impact. Higher speed is often perceived to bring benefits in terms of shorter travel times for people and goods. However, evidence suggests that when traffic is travelling at constant speeds, even at a lower level, it may result in shorter and more reliable overall journey times, and that journey time savings from higher speed are often overestimated (Stradling *et al.*, 2008). The objective should be to seek an acceptable balance between costs and benefits, so that speed-management policies take account of environmental, economic and social effects as well as the reduction in casualties they are aiming to achieve.
35. Mean speed and 85th percentile speed (the speed at or below which 85% of vehicles are travelling) are the most commonly used measures of actual traffic speed. Traffic authorities should continue to routinely collect and assess both, but mean speeds should be used as the basis for determining local speed limits.
36. For the majority of roads there is a consistent relationship between mean speed and 85th percentile speed. Where this is not the case, it will usually indicate that drivers have difficulty in deciding the appropriate speed for the road, suggesting that a better match between road design and speed limit is required. It may be necessary to consider additional measures to reduce the larger than normal difference between mean and 85th percentile speeds or to bring the speed distribution more in line with typical distributions. The aim for local speed limits should be to align the speed limit to the conditions of the road and road environment.
37. The minimum length of a speed limit should generally be not less than 600 metres to avoid too many changes of speed limit along the route. In

exceptional circumstances this can be reduced to 400 metres for lower speed limits, or even 300 metres on roads with a purely local access function, or where a variable 20 mph limit is introduced, for example outside a school. Anything shorter is not recommended. The length adopted for a limit will depend on the limit applied and also on the conditions at or beyond the end points. The terminal points of speed limits need to take account of the particular local circumstances, such as steep gradients, sharp bends, junctions, access roads, humpbacked bridges or other hazards, and also good visibility of the signs, and an extension of the speed limit may be needed to ensure this.

38. For consistency within routes, separate assessments should be made for each length of road of 600 metres or more for which a different speed limit might be considered appropriate. When this is completed, the final choice of appropriate speed limit for individual sections might need to be adjusted to provide reasonable consistency over the route as a whole.
39. Occasionally it may be appropriate to use a short length of 40 mph or 50 mph speed limit as a transition between a length of road subject to a national limit and another length on which a lower limit is in force, for example on the outskirts of villages or urban areas with adjoining intermittent development. However, the use of such transitional limits should be restricted to sections of road where immediate speed reduction would cause risks or is likely to be less effective.
40. Speed limits should not be used to attempt to solve the problem of isolated hazards, for example a single road junction or reduced forward visibility such as at a bend, since speed limits are difficult to enforce over such a short length. Other measures, such as warning signs including vehicle activated signs, carriageway markings, junction improvements, superelevation of bends and new or improved street lighting, are likely to be more effective in addressing such hazards. Similarly, crossings or, in rural areas, the provision of adequate footways can be a more effective means of improving pedestrian safety than lowering a speed limit over a short distance.
41. Where several roads with different speed limits enter a roundabout, the roundabout should be restricted at the same level as the majority of the approach roads. If there is an equal division, for example where a 30 mph road crosses one with a limit of 40 mph, the roundabout itself should take the lower limit.

SECTION 4: THE LEGISLATIVE FRAMEWORK

Key points

All speed limits, other than those on restricted roads, should be made by order under Section 84 of the Road Traffic Regulation Act 1984.

Any speed limits below 30 mph, other than 20 mph limits or 20 mph zones, require individual consent from the Secretary of State.

Unless an order has been made and the road is signed to the contrary, a 30 mph speed limit applies where there is a system of street lighting furnished by means of lamps placed not more than 200 yards apart.

Traffic authorities have a duty to erect and maintain prescribed speed limit signs on their roads in accordance with the Traffic Signs Regulations and General Directions 2002 (TSRGD 2002).

If traffic authorities wish to deviate from what is prescribed in signing regulations, they must first gain the Secretary of State's authorisation.

Traffic authorities are not permitted to erect different speed limit signs relating to different classes of vehicle.

Vehicle-activated signs must not be used as an alternative to standard static signing, but as an additional measure to warn drivers of a potential hazard or to remind them of the speed limit in force.

Main speed limit legislation

42. Most road traffic law pertaining to speed limits is contained in the Road Traffic Regulation Act 1984 (RTRA 1984). Other relevant legislation includes the Highways Act 1980, in particular Sections 90A-F concerning the construction and maintenance of road humps and Sections 90G-I concerning other traffic-calming works.
43. Part VI of the RTRA 1984 deals specifically with speed limits, with Sections 81-84 dealing with different speed limits and the speed limit order-making process. Section 82(1)(a) defines a restricted road in England and Wales as a road on which there is provided "a system of street lighting furnished by means of lamps placed not more than 200 yards apart". Section 81 makes it an offence for a person to drive a motor vehicle at a speed of more than 30 mph on a restricted road.
44. The establishment of speed limits is also a method through which legal sanctions can be brought to bear on those who exceed the limit set on a

particular road. It is therefore important to preserve carefully all records relating to the making and validity of a speed limit and speed limit signs.

45. All speed limits, other than those on restricted roads or special roads (a highway which is a special road in accordance with s 16 of the Highways Act 1980), should be made by order under Section 84 of the RTRA 1984. This includes the making of a 30 mph speed limit on an unlit road.
46. All speed limits other than the national limits are made by speed limit order. Traffic authorities should comply with their own consultation procedures and must, as a minimum, follow the full consultation procedure set out in legislation, before any new speed limit is introduced. More detail about these requirements is in Appendix A.

Restricted roads

47. Section 82(2) RTRA 1984 (as amended) gives traffic authorities powers to remove restricted road status, and give restricted road status to roads which are not restricted. However, the Department's policy on the use of this power is that it should be used only to reinstate restricted road status in those cases where a road which has a system of street lighting has previously had its restricted road status removed.
48. If a road with street lighting has a 40 mph limit and this is to be reduced to 30 mph, the 40 mph order under Section 84 should be revoked. Assuming the street lamps are no more than 200³ yards apart, the road will be a restricted road by virtue of section 82(1)(a) RTRA. Similarly, where a speed limit of 30 mph is imposed by order under Section 84 because there is no street lighting, that order should be revoked if street lighting is subsequently provided. The Department considers that it is best practice for traffic authorities to make an order under section 84 RTRA to create a 30mph speed limit on an unlit stretch of road.
49. Any speed limits below 30 mph, other than 20 mph limits or 20 mph zones, require individual consent from the Secretary of State.

Street lighting

50. Direction 11 of the Traffic Signs Regulations and General Directions 2002 (TSRGD 2002), as amended, defines the requirements for the placing of speed-limit repeater signs. This states that speed-limit repeater signs cannot be placed along a road on which there is carriageway lighting not more than 183 metres apart and which is subject to a 30 mph speed limit. This direction applies regardless of how the speed limit has been imposed.
51. The Department will not make exceptions to this rule. This means it should be assumed that, unless an order has been made and the road is signed

³ Older legislation specifies 200 yards; later legislation specifies 183 metres. These are equivalent measures.

to the contrary, a 30 mph speed limit applies where there are three or more lamps throwing light on the carriageway and placed not more than 183 metres apart.

Speed limit signing

52. While increased understanding and acceptance of why a speed limit applies on a certain road will help compliance, drivers are aided by clear, visible and regular signing which enables them unhesitatingly to know what speed limit is in force.
53. Under Section 85 of the RTRA 1984 it is the duty of the traffic authority to erect and maintain prescribed speed limit signs on their roads in accordance with the Secretary of State's directions. The Traffic Signs Regulations and General Directions 2002 prescribe the designs and conditions of use for traffic signs, including speed limit signing, in England, Scotland and Wales.
54. Traffic authorities should generally follow these Regulations when signing speed limits. If a traffic authority wishes to deviate from what is prescribed, it must first obtain the Secretary of State's authorisation, and signing that is not in line with the Regulations must not be installed without such authorisation. Authorisation applications should be sent to the Department for Transport.
55. Speed limit signs which do not comply with the Regulations or which have not been authorised by the Secretary of State are not lawfully placed. Where the sign is not lawfully placed, no offence is committed by a person exceeding the signed speed limit and any prosecutions are likely to fail accordingly. Traffic authorities should therefore remove any unlawful signs, bring them into compliance with the Regulations or obtain authorisation to make them lawful.
56. Lower maximum speed limits apply on certain roads to certain traffic classes of vehicles. These are set out in Schedule 6 of the RTRA 1984 and in the Highway Code. Drivers of these vehicles are expected to be aware of this and follow these special limitations without having to be reminded by specific speed limit signs for particular vehicles. Traffic authorities are not permitted to erect different speed limit signs relating to different classes of vehicle.
57. Vehicle-activated signs (VAS), triggered by an approaching vehicle, have been developed to help address the problem of inappropriate speed. They must not be used as an alternative to standard static signing, but as an additional measure to warn drivers of a potential hazard or to remind them of the speed limit in force. VAS have proved particularly effective in rural areas, including at the approaches to junctions and bends. The Department has provided guidance in Traffic Advisory Leaflet 1/03 *Vehicle Activated Signs* (DfT, 2003).

58. The legislation does not prescribe the use of countdown markers on the approach to speed limit terminal signs, and research has shown that they generally have little or no effect on vehicle speeds and can add to sign clutter.
59. Chapter 3 of the Traffic Signs Manual (Department for Transport, 2008) provides guidance to local traffic authorities on best practice when signing speed limits. It includes tables and pictures to illustrate where speed limit signs should be placed. This complements TSRGD 2002, which sets out the mandatory requirements for signing.

Traffic Regulation Orders

60. If speed limits are to be legally implemented and enforceable, Traffic Orders must be made. Part VI of the Road Traffic Regulation Act (RTRA) 1984 deals specifically with speed limits and includes the powers under which Traffic Authorities may make speed limit orders.
61. The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 sets out the procedure to be followed when making these (and other) orders. Traffic Authorities will need to comply with the consultation and publicity requirements before making an order, and with the publicity and traffic signing requirements once an order has been made.
62. Traffic Authorities may find it more efficient to produce speed limit orders for 20 mph zones or limits, or to introduce speed limit changes as a result of rural speed limit reviews, where these cover a number of roads, through one order covering all those roads covered by the new speed limit. If they decide to proceed in this manner it is particularly important to ensure that the order is comprehensive and correct, and that the consultation and publicity is directed at those likely to be affected.
63. Further key pieces of legislation and regulations relating to speed limit and related signing are referred to in Appendix A.

SECTION 5: THE SPEED LIMIT APPRAISAL TOOL

64. In the Strategic Framework for Road Safety (DfT, May 2011) the Department for Transport announced that it would provide a new speed limit appraisal tool to help local authorities assess the full costs and benefits of any proposed schemes and help make evidence-based decisions to introduce local speeds that reflect the needs of all road users.
65. The tool is available at <https://www.gov.uk/government/publications/speed-limit-appraisal-tool> and local authorities are invited, though not required, to use it. Its use is free of charge and is not restricted to local authorities.
66. The tool has been designed to enable local highway authority officers and other professionals to:
- forecast mean and 85th percentile speeds for speed limit changes
 - forecast changes to: journey times separately for business and personal users; vehicle operating costs including fuel; accidents by severity; CO2 emissions; and NOX emissions; and
 - appraise changes in speed limits to 20mph, 30mph, 40mph, 50mph, 60mph and, on dual carriageways, 70mph.
67. In addition to enabling a local highway authority to decide whether or not to introduce a new speed limit scheme, the tool introduces transparency in the decision making process. It also provides a facility that encourages local highway authorities to adopt a more consistent appraisal process, whilst still allowing the flexibility for the highway authority to take into account local road conditions and the surrounding environment.
68. Full User Guidance is provided with the tool covering instructions on how to run the appraisal tool, and also a practical guide to the assessment of a range of aspects that local authorities should consider when planning to introduce a change in speed limits. The guidance should therefore be read in conjunction with this circular.
69. The tool has been developed to be economical to apply and straightforward to operate, and to provide informative outputs that can be flexibly interpreted in the context of the local highway authority's requirements. At its basic level, it does not call for specialist skills such as demand modelling and environmental analysis.
70. The Guidance describes how the tool deals with those aspects of speed limit changes that can be quantified, such as accidents, journey time savings and CO2 emissions, and those that presently cannot be quantified

because of a lack of evidence, such as journey time reliability, model shift and impacts on public anxiety.

71. Reference is made throughout the document to current DfT guidance and relevant WebTAG⁴ units to help the user compile the data that is required to run the tool and to guide the reader to more detailed information, should this be required.
72. The tool outputs are presented in Excel table formats that show economic impacts and other quantifiable impacts, and makes provision for non-quantified information also to be presented in both the data entry tables and the output reporting tables.
73. The output spreadsheets should be considered as a starting point for developing the appraisal into a case that can be readily understood and appreciated by a range of people, and which reflects wider considerations than the quantitative values that the tool provides.
74. Details on how the relationships that are used in the tool were developed are set out in an annex to the User Guidance, enabling the reader to gain an understanding of the background calculations that the tool is performing.

⁴ Department for Transport Web-based Transport Analysis Guidance

SECTION 6: URBAN SPEED LIMITS

Key points

Speed limits in urban areas affect everyone, not only as motorists, but as pedestrians, cyclists and residents. As well as influencing safety they can influence quality of life, the environment and the local economy.

Traffic authorities are encouraged to adopt the Institution of Highways and Transportation's⁵ urban safety management guidelines (see IHT, 2003), in which road hierarchies are adopted that reflect a road's function and the mix of traffic that it carries.

The national speed limit on street lit roads is 30 mph.

Traffic authorities can, over time, introduce 20mph speed limits or zones on:

- Major streets where there are – or could 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.

This is in addition to

- 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 they do so, general compliance needs to be achievable without an excessive reliance on enforcement.

Roads suitable for a 40 mph limit are generally higher quality suburban roads or those on the outskirts of urban areas where there is little development. Usually, the movement of motor vehicles is the primary function.

In exceptional circumstances, 50 mph limits can be implemented on special roads and dual carriageways, radial routes or bypasses where the road environment and characteristics allow this speed to be achieved safely.

75. Urban roads by their nature are complex as they need to provide for safe travel on foot, bicycle and by motorised traffic. Lower speeds benefit all urban road users, and setting appropriate speed limits is therefore an important factor in improving urban safety. Traffic authorities are

⁵ IHT are now called Chartered Institution of Highways and Transportation, CIHT.

encouraged to adopt the urban safety management guidelines published by the Institution of Highways and Transportation (IHT, 2003), in which road hierarchies are adopted that reflect a road's function and the mix of traffic that it carries. Within this approach the principle should be to ensure that the appropriate traffic travels on the appropriate roads, and at an appropriate speed. This can help balance what can be competing demands for higher or lower speed limits.

76. It is on urban roads that the majority of road casualties occur, including 87% of all pedestrian and 83% of all pedal cyclists casualties (DfT, 2011). Collisions typically involve pedestrians and cyclists, including children, and knowledge of the relationship between vehicle speed and injury severity in any collision must inform decisions on speed limits. Research has shown that the risk of a pedestrian dying in a collision with a car increases slowly up to an impact speed of around 30mph, but at speeds above 30 mph the risk of death increases rapidly (Rosén and Sander, 2009). Car occupants also benefit from lower speeds. Research in London showed that the largest casualty reductions associated with 20mph zones were children killed and seriously injured, and car occupants (Grundy et al, 2008)
77. The standard speed limit in urban areas is 30 mph, which represents a balance between mobility and safety factors. However, for residential streets and other town and city streets with high pedestrian and cyclist movement, local traffic authorities should consider the use of 20 mph schemes. On dual carriageways where the road environment and characteristics allow, traffic authorities can also implement 40 mph and, in exceptional circumstances, 50 mph limits. Generally, efforts should be made to promote the use of suitable routes for urban through traffic and to manage the speed of traffic requiring access to residential streets using traffic calming and associated techniques.
78. In many urban centres, main traffic routes often have a mixture of shopping, commercial and/or residential functions. These mixed priority routes are complex and difficult to treat, but the most successful measures have included speed management to keep speed at appropriate levels in the context of both 20 and 30 mph limits and a reassignment of space to the different functions, taking into account the needs of people on foot or on bikes. Sometimes a decision about a road's primary or most important function needs to be taken.

6.1 20 MPH SPEED LIMITS AND ZONES

79. 20 mph zones and limits are now relatively wide-spread, with more than 2,000 schemes in operation in England, the majority of which are 20 mph zones.
80. **20 mph zones** require traffic calming measures (e.g. speed humps, chicanes) or repeater speed limit signing and/or roundel road markings at regular intervals, so that no point within a zone is more than 50 m from

such a feature. In addition, the beginning and end of a zone is indicated by a terminal sign. Zones usually cover a number of roads.

81. **20 mph limits** are signed with terminal and at least one repeater sign, and do not require traffic calming. 20 mph limits are similar to other local speed limits and normally apply to individual or small numbers of roads but are increasingly being applied to larger areas.
82. There is clear evidence of the effect of reducing traffic speeds on the reduction of collisions and casualties, as collision frequency is lower at lower speeds; and where collisions do occur, there is a lower risk of fatal injury at lower speeds. Research shows that on urban roads with low average traffic speeds any 1 mph reduction in average speed can reduce the collision frequency by around 6% (Taylor, Lynam and Baruya, 2000). There is also clear evidence confirming the greater chance of survival of pedestrians in collisions at lower speeds.
83. Important benefits of 20 mph schemes include quality of life and community benefits, and encouragement of healthier and more sustainable transport modes such as walking and cycling (Kirkby, 2002). There may also be environmental benefits as, generally, driving more slowly at a steady pace will save fuel and reduce pollution, unless an unnecessarily low gear is used. Walking and cycling can make a very positive contribution to improving health and tackling obesity, improving accessibility and tackling congestion, and reducing carbon emissions and improving the local environment.
84. Based on this positive effect on road safety, and a generally favourable reception from local residents, traffic authorities are able to use their power to introduce 20mph speed limits or zones on:

- Major streets where there are – or could 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.

This is in addition to

- 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.
85. Successful 20 mph zones and 20 mph speed limits are generally self-enforcing, i.e. the existing conditions of the road together with measures such as traffic calming or signing, publicity and information as part of the scheme, lead to a mean traffic speed compliant with the speed limit. To achieve compliance there should be no expectation on the police to

provide additional enforcement beyond their routine activity, unless this has been explicitly agreed.

86. Evidence from successful 20 mph schemes shows that the introduction of 20 mph zones generally reduces mean traffic speed by more than is the case when a signed-only 20 mph limit is introduced. Historically, more zones than limits have been introduced.
87. A comprehensive and early consultation of all those who may be affected by the introduction of a 20 mph scheme is an essential part of the implementation process. This needs to include local residents, all tiers of local government, the police and emergency services, public transport providers and any other relevant local groups (including for example, groups representing pedestrians, cyclists, drivers, or equestrians). Further details about consultations are set out in Appendix A.
88. It is important to consider the full range of options and their benefits, both road safety and wider community and environmental benefits and costs, before making a decision as to the most appropriate method of introducing a 20 mph scheme to meet the local objectives and the road conditions.

20 mph zones

89. 20 mph zones are very effective at reducing collisions and injuries. Research in 1996 showed that overall average annual collision frequency could fall by around 60%, and the number of collisions involving injury to children could be reduced by up to two-thirds. Zones may also bring further benefits, such as a modal shift towards more walking and cycling and overall reductions in traffic flow, where research has shown a reduction by over a quarter (Webster and Mackie, 1996). There is no evidence of migration of collisions and casualties to streets outside the zone. (Grundy et al, 2008; Grundy et al, 2009).
90. 20 mph zones are predominantly used in urban areas, both town centres and residential areas, and in the vicinity of schools. They should also be used around shops, markets, playgrounds and other areas with high pedestrian or cyclist traffic, though they should not include roads where motor vehicle movement is the primary function. It is generally recommended that they are imposed over an area consisting of several roads.
91. A 20 mph zone is indicated by 20 mph zone entry and exit signs (TSRGD, diagrams 674 and 675). The statutory provisions (direction 16(1) TSRGD) require that no point within the zone must be further than 50 metres from a traffic calming feature (unless in a cul-de-sac less than 80 metres long).
92. The Department has recently made significant changes to facilitate and reduce the cost for providing 20 mph zones in England. Traffic authorities can now place any of the following:

- a) repeater speed sign (TSRGD diagram 670)
 - b) a speed roundel road marking (TSRGD diagram 1065)
 - c) or a combination of both of these signs
 - d) traffic calming features
93. At least one traffic calming feature as defined in direction 16(2) TSRGD must be placed in a 20 mph zone and the features and signing must still be placed at intervals not greater than 100 metres: it is not the intention to remove physical features, but to ensure that the most appropriate measure is used to ensure the continuity of the zone. Only where speeds are already constrained to near the limit should local authorities consider placing the speed limit sign or a roundel marking, in addition to physical features within a zone.
94. These new arrangements should significantly reduce the requirement for signing and traffic calming features. Traffic authorities can now incorporate wider areas within a 20 mph zone, by effectively signing 20mph speed limits on distributor roads where traffic calming features are not suitable, or for small individual roads or stretches of road, where mean speeds are already at or below 24 mph. Where a 20 mph zone leads into a 20 mph limit, it is important to use the correct signing to indicate this. It is not appropriate to use the sign that indicates the end of a 20 mph zone and the start of a different, higher speed limit. Instead, a standard 20 mph terminal sign (TSRGD 2002, diagram 670) must be used.

20 mph speed limits

95. Research into signed-only 20 mph speed limits shows that they generally lead to only small reductions in traffic speeds. Signed-only 20 mph speed limits are therefore most appropriate for areas where vehicle speeds are already low. This may, for example, be on roads that are very narrow, through engineering or on-road car parking. If the mean speed is already at or below 24 mph on a road, introducing a 20 mph speed limit through signing alone is likely to lead to general compliance with the new speed limit.
96. 20 mph limits covering most streets in Portsmouth have demonstrated that it is possible to introduce large-scale 20 mph limits in some built-up environments. Traffic speeds in most of the streets treated were relatively low (less than 20 mph) to start with. The early evidence suggests that it is likely that some speed and casualty reductions have taken place and this is consistent with previous research that has indicated that 20 mph limits without traffic calming reduce mean speeds by about 1 mph on average. A minority of streets in Portsmouth had average speeds of 25 mph or higher before the 20 mph speed limits were introduced and here the reductions in average speed tended to be greater, but insufficient to make the resulting speeds generally compliant with the new 20 mph limits. City-wide schemes may also contribute to changing travel and driving behaviour

positively in the longer run, and the objectives of the Portsmouth speed limits spread well beyond improving road safety. Schemes need to aim for compliance with the new speed limit.

97. The implementation of 20 mph limits over a larger number of roads, which the previous Speed Limit Circular (01/2006) advised against, should be considered where mean speeds at or below 24 mph are already achieved over a number of roads. Traffic authorities are already free to use additional measures in 20 mph limits to achieve compliance, such as some traffic calming measures and vehicle activated signs, or safety cameras. Average speed cameras may provide a useful tool for enforcing compliance with urban speed limits.
98. A 20 mph speed limit is indicated by terminal speed limit signs, and amendments to TSRGD (January 2012) require at least one speed limit repeater sign to be placed. Traffic authorities should ensure sufficient repeater signs are placed to inform road users of the speed limit in force. Chapter 3 of the Traffic Signs Manual provides guidance on the placing of repeater signs.
99. Every English authority has a traffic sign authorisation which permits them to place a 20mph speed roundel road marking as a repeater sign, without the requirement for an upright sign, to reduce unnecessary signing.
100. The amendments regulations to TSRGD (January 2012) have also provided thresholds below which speed repeater signs are no longer required by Direction 11 of TSRGD, but may still be placed if considered necessary. These thresholds are determined by carriageway length and the applicable speed limit.
101. Where traffic calming measures are placed, they should be signed in line with regulations (TSRGD 2002, diagram 557.1–4 and 883).

Variable 20 mph limits

102. Traffic authorities have powers to introduce 20 mph speed limits that apply only at certain times of day. These variable limits may be particularly relevant where for example a school is located on a road that is not suitable for a full-time 20 mph zone or limit, such as a major through road. To indicate these limits, variable message signs are available (TSRGD, Regulation 58). To reduce costs and sign clutter, the Department will consider authorising the placing of a single variable message sign on the approaching traffic lane (rather than signs on both sides of the road) on a case by case basis.
103. The Secretary of State has provided a special authorisation for every English traffic authority to place an advisory part-time 20mph limit sign, with flashing school warning lights. This can be a more cost-effective solution, where appropriate, and reduces the requirement for signing.

6.2 TRAFFIC CALMING MEASURES

104. Traffic calming involves the installation of specific physical measures to encourage lower traffic speeds. There are many measures available to traffic authorities to help reduce vehicle speeds and ensure compliance with the speed limit in force. These are required at regular intervals in 20 mph zones and may be used in 20 mph limits. As set out above, speed limit traffic signs and/or speed roundel markings can now also be used by traffic authorities in England.
105. The Highways (Road Humps) Regulations 1999, The Highways (Traffic Calming) Regulations 1999, and Direction 16 of TSRGD 2002 (as amended) give details of the traffic calming measures that meet the requirements for a 20 mph zone.
106. These calming measures range from more substantive engineering measures to lighter touch road surface treatments and include, for example:
- road humps;
 - road narrowing measures, including e.g. chicanes, pinch-points or overrun areas;
 - gateways;
 - road markings; and
 - rumble devices.
107. A recent review of 20 mph zone and limit implementation (Atkins, 2009) shows that the vast majority of traffic calming measures in use are speed humps, tables, cushions or rumble devices, so called vertical deflections, but traffic authorities will want to consider the full set of available measures.

6.3 40 MPH AND 50 MPH SPEED LIMITS

108. 30 mph is the standard speed limit for urban areas, but a 40 mph limit may be used where appropriate and, in exceptional circumstances, a 50 mph limit may be considered.
109. Roads suitable for 40 mph are generally higher-quality suburban roads or those on the outskirts of urban areas where there is little development. They should have good width and layout, parking and waiting restrictions in operation, and buildings set back from the road. These roads should, wherever possible, cater for the needs of non-motorised road users through segregation of road space, and have adequate footways and crossing places. Alternatively, traffic authorities should consider whether there are convenient alternative routes available.
110. In exceptional circumstances a 50 mph limit may also be used on higher-quality roads where there is little or no roadside development and

such speeds can be achieved safely. The roads most suited to these higher urban limits are special roads or those with segregated junctions and pedestrian facilities, such as primary distributors. They are usually dual carriageway ring or radial routes or bypasses that have become partially built up. Traffic authorities should, however, always assess the potential impact upon the local community and non-motorised road users before considering such a limit.

Table 1 Speed limits in urban areas – summary

Speed limit (mph)	Where limit should apply
20 (including 20 mph zone)	In streets that are primarily residential and in other town or city streets where pedestrian and cyclist movements are high, such as around schools, shops, markets, playgrounds and other areas, where motor vehicle movement is not the primary function.
30	In other built-up areas (where motor vehicle movement is deemed more important), with development on both sides of the road.
40	On higher quality suburban roads or those on the outskirts of urban areas where there is little development, with few cyclists, pedestrians or equestrians. On roads with good width and layout, parking and waiting restrictions in operation, and buildings set back from the road. On roads that, wherever possible, cater for the needs of non-motorised users through segregation of road space, and have adequate footways and crossing places.
50	On dual carriageway ring or radial routes or bypasses that have become partially built up, with little or no roadside development.

SECTION 7: RURAL SPEED MANAGEMENT

Key points

The national speed limit on the rural road network is 60 mph on single carriageway roads and 70 mph on dual carriageways.

Rural dual carriageways with segregated junctions and facilities for vulnerable road users would generally be suitable for 70 mph limits. However, a lower limit may be appropriate if, for example, a collision history indicates that this cannot be achieved safely.

In 2011, 66% of road deaths in Britain occurred on rural roads, and 51% of road deaths occurred on single rural carriageway roads subject to the National Speed Limit of 60 mph limit.

The speed limit on single carriageway rural roads should take into account the history of collisions, the road's function, existing mean traffic speed, use by vulnerable road users, the road's geometry and engineering, and the road environment including level of road-side development.

It is government policy that a 30 mph speed limit should be the norm in villages. It may also be appropriate to consider 20 mph zones and limits in built-up village streets.

It is recommended that the minimum length of a village speed limit should be 600 metres. However, traffic authorities may lower this to 400 metres, and in exceptional circumstances to 300 metres.

111. The vast majority of the rural road network is subject to the national speed limit of 60 mph on single carriageway roads, and 70 mph on dual carriageways. On many of these roads, the majority of drivers are travelling below – sometimes significantly below – the speed limit because of the characteristics of the roads. This is especially evident on the C and Unclassified roads where the geometric characteristics include many narrow roads, bends, junctions and accesses.

112. Rural roads account for 66% of all road deaths, and 82% of car occupant deaths in particular, but only around 42% of the distance travelled. Of all road deaths in Britain in 2011, 51% occurred on National Speed Limit rural single carriageway roads (DfT, 2011). The reduction in road casualties and especially deaths on rural roads is one of the key road safety challenges. Research has assessed the risk of death in collisions at various impact speeds for typical collision types on rural roads. This research suggests that the risk of a driver dying in a head on collision involving two cars travelling at 60 mph is around 90%, but that this drops

rapidly with speed, so that it is around 50% at 48 mph (Richards and Cuerden, 2009).

113. Inappropriate speed, at levels below the legal limit but above those appropriate for the road at the time (for example, because of the weather conditions or because vulnerable road users are present), is a particular problem for rural roads. *Exceeding the speed limit or travelling too fast for the conditions* are reported as contributory factors in 16% of collisions on rural roads. Specifically, inappropriate speed is recorded as a contributory factor in 20% of crashes on minor rural roads with a 60 mph limit.
114. Speed limit changes are therefore unlikely to fully address this problem and should therefore be considered only as one part of rural safety management. Where collision and casualty rates are high, traffic authorities should first seek to understand the particular types of crashes taking place and their causes, to allow them to choose effective solutions to reduce the risk.
115. To help in this process the *Accident Analysis on Rural Roads: A Technical Guide* (TRL, 2004) has been developed, which provides information on typical collision rates and typical proportions of different collision types on different types of rural road. This can be used to assess where there are above-average collision rates and provides help to traffic authorities in identifying the types of site or route specific intervention measures that might be appropriate to manage speeds and reduce collisions along the route.
116. Traffic authorities may wish to note the Road Safety Foundation's risk ratings for A roads in Britain. This rates the risk, based on frequency of death and serious injury in relation to amount of traffic on the particular road, into five categories ranging from low-risk, safe roads to high-risk roads.⁶
117. The Road Safety Foundation has assessed the safety of the trunk road network, assessing the protection levels that the design and engineering features of roadsides, medians and junctions on these roads offer in case of a crash. This assessment uses a star-based European Road Assessment Programme (EuroRAP) Road Protection Score, and has found that two-thirds of single carriageway trunk roads achieve only a 2-star (out of 4) rating. Even though this assessment has only been applied to trunk roads it suggests that engineering measures may often be more appropriate to manage speed and reduce collisions on rural single carriageway roads.
118. If high collision rates persist despite these measures, then lower speed limits may also be considered. Again, to achieve a change in motorists' behaviour and compliance with the limit, supporting physical measures, driver information and publicity or other measures are likely to be required.

⁶ Please see www.eurorap.org for detailed maps.

Such measures could include, for example, the use of vehicle-activated signs (VAS), which have proved particularly effective at the approaches to isolated hazards, junctions and bends in rural areas (Winnett and Wheeler, 2003). There should be no expectation on the police to provide additional enforcement to ensure compliance with a new limit beyond their routine activity, unless this has been explicitly agreed.

119. The aim of speed management actions is to deliver a balance between safety objectives for all road users and mobility objectives to ensure efficient travel, as well as environmental and community outcomes. So every effort should be made to achieve an appropriate balance between actual vehicle speeds, speed limits, road design and other measures. This balance may be delivered by introducing one or more speed management measures in conjunction with the new speed limits, and/or as part of an overall route safety strategy.

120. While routine enforcement should normally only be considered after other speed management measures have been considered, there may be occasions where the use of average speed cameras may offer a solution through calming traffic speed over a stretch of road. The Department has received a small sample of evaluation data of average speed cameras at non-roadworks sites from some local partnerships, and this data suggests a reduction in the percentage of motorists exceeding the speed limit from 55% before installation of cameras, to 18% afterwards, and an average reduction of killed and seriously injured casualties (KSI) per km of around 69%, and of personal injury collisions (PIC) of around 38%, (not adjusted for national trends and regression to mean effect).⁷

7.1 DUAL CARRIAGEWAY RURAL ROADS

121. Dual carriageway roads with segregated junctions and separate facilities for vulnerable road users are generally subject to and suitable for the National Speed Limit of 70 mph. However, a lower limit may be appropriate if, for example, a collision history indicates that this speed cannot be achieved safely and this risk of collisions cannot be addressed through other engineering measures.

7.2 SINGLE CARRIAGEWAY RURAL ROADS

122. In most instances, consideration of collision history, road function, mix of road users including presence of vulnerable road users, road geometry, engineering and environment, and actual traffic speed should enable traffic authorities to determine the appropriate limit on single carriageway rural roads.

⁷ Comprehensive before and after data were obtained for 11 permanent average speed camera sites on A roads with speed limits of 40, 50, 60, and 70 mph, where safety cameras were installed between 2000 and 2006, based on an informal data request. It should be noted that this is not a representative sample, has not been centrally and independently validated and should therefore only be seen as indicative of possible effects of average speed cameras.

123. Roads may have primarily either a through traffic function or a local access function. Both need to be provided safely. Mobility benefits will be more important for roads with a through-traffic function, while environmental and community benefits are likely to be of greater importance for the local access roads.
124. There may be many roads below A and B classification that serve a mixed through-traffic and access function. Where that traffic function is currently being achieved without a high collision rate, these roads should be judged as through-traffic roads. If, however, for all or parts of these roads there is a substantial potential risk to vulnerable road users, these sections should be assessed as roads with a local access function.
125. Within routes, separate assessments should be made for each section of road of 600 metres or more for which a separate speed limit might be considered appropriate. When this is completed, the final choice of appropriate speed limit for individual sections might need to be adjusted to provide consistency over the route as a whole.
126. The choice of speed limits should take account of whether there is substantial roadside development and whether the road forms part of a recognised route for vulnerable road users, including whether there is a footway.
127. Table 2 sets out recommended speed limits for roads with a predominant motor traffic flow function. If walking, cycling, horse riding, community or environmental factors are particularly important on any road section, consideration should be given to using the lower limit.

Table 2 Speed limits for single carriageway roads⁸ with a predominant motor traffic flow function

Speed limit (mph)	Where limit should apply:
60	Recommended for most high quality strategic A and B roads with few bends, junctions or accesses.
50	Should be considered for lower quality A and B roads that may have a relatively high number of bends, junctions or accesses. Can also be considered where mean speeds are below 50 mph, so lower limit does not interfere with traffic flow.
40	Should be considered where there are many bends, junctions or accesses, substantial development, a strong environmental or landscape reason, or where

⁸ For speed limits in villages, please refer to Section 7.3.

	there are considerable numbers of vulnerable road users.
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128. For C and Unclassified roads with important access and recreational function, the following speed limits are deemed appropriate and traffic authorities should use these as guidance when reviewing the speed limits on these roads:

- The national speed limit of 60 mph is only appropriate for the best quality C and Unclassified roads with a mixed (i.e. partial traffic flow) function with few bends, junctions or accesses. In the longer term, these roads should be assessed against through-traffic criteria. For lower quality C and Unclassified roads with a mixed function and high numbers of bends, junctions or accesses 50 mph may be appropriate.
- A speed limit of 40 mph may be considered for roads with a predominantly local, access or recreational function, for example in national parks or areas of outstanding natural beauty (AONB), or across, or adjacent to, unenclosed common land; or if they form part of a recommended route for vulnerable road users. It may also be appropriate if there is a particular collision problem.

129. It is important to note that the above does not imply that speed limits should automatically be reduced. Indeed, in some cases the assessment may suggest that the existing speed limit may be too low, and a higher speed limit should be considered, as it is likely to be achievable safely.

130. We would welcome applications for zonal rural speed limits, usually 40 mph zones, for example in national parks or AONBs or on other networks of minor rural roads where speeds are already in line with such a limit. Such zones would include entry treatment and painted repeater roundels. The Department is keen to consider the effectiveness of such zones in reducing speeds and signing requirements.

7.3 VILLAGES

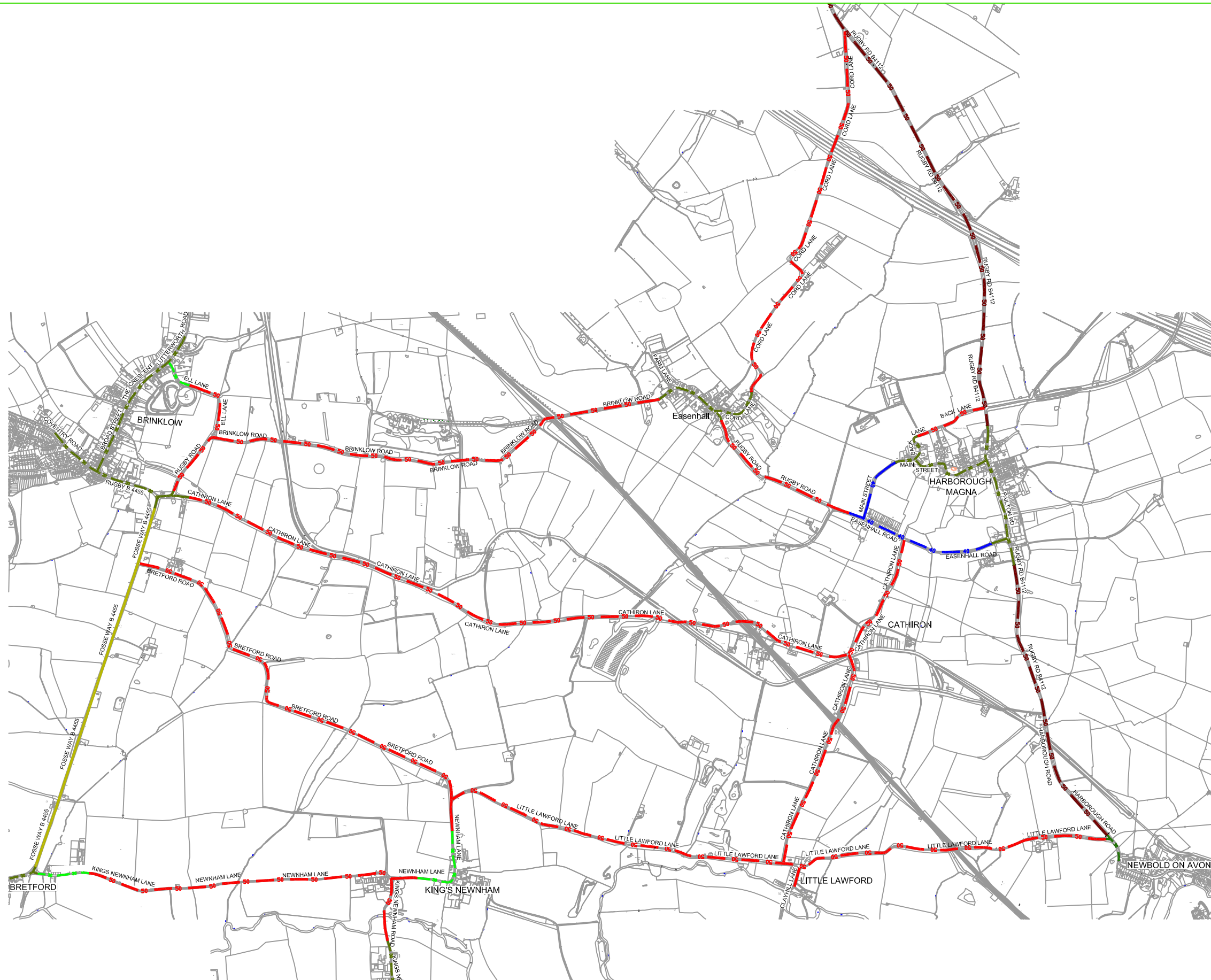
131. Fear of traffic can affect people's quality of life in villages and it is self-evident that villages should have comparable speed limits to similar roads in urban areas. It is therefore government policy that a 30 mph speed limit should be the norm through villages.

132. It may also be appropriate to consider 20 mph limits or zones in built-up village streets which are primarily residential in nature, or where pedestrian and cyclist movements are high. Such limits should not, however, be considered on roads with a strategic function or where the movement of motor vehicles is the primary function.

133. Traffic Advisory Leaflet 01/04 (DfT, 2004) sets out policy on achieving lower speed limits in villages. It suggests that reasonable minimum criteria for the definition of what constitutes a village, for the purpose of applying a village speed limit of 30 mph, would be that there were:
- 20 or more houses (on one or both sides of the road); and
 - a minimum length of 600 metres.
134. If there are just fewer than 20 houses, traffic authorities should make extra allowance for any other key buildings, such as a church, shop or school. Where the character of a village falls outside this definition, local authorities are encouraged to use their discretion in deciding whether a lower speed limit is appropriate.
135. The criteria above should give adequate visual messages to drivers to reduce their speed. It is recommended that the minimum length for the new limit is at least 600 metres to avoid too many changes in speed limits along a route, and to aid compliance. Traffic authorities may, however, lower this to 400 metres when the level of development density over this shorter length exceeds the 20 or more houses criterion and, in exceptional circumstances, to 300 metres.
136. In some circumstances it might be appropriate to consider an intermediate speed limit of 40 mph prior to the 30 mph terminal speed limit signs at the entrance to a village, in particular where there are outlying houses beyond the village boundary or roads with high approach speeds. For the latter, traffic authorities might also need to consider other speed management measures to support the message of the speed limit and help encourage compliance so that no enforcement difficulties are created for the local police force. Where appropriate, such measures might include a vehicle-activated sign, centre hatching or other measures that would have the effect of narrowing or changing the nature and appearance of the road.
137. Where the speed limit commences at the village boundary, the village nameplate sign (prescribed in diagram 2402.1 of TSRGD 2002) and speed limit roundel may be mounted together. The combined sign should be located at the point where the speed limit starts, and it may be helpful if drivers can see housing at the same time as the signs, reinforcing the visual message for reduced speed.
138. If there are high approach speeds to a village, or the start of the village is not obvious, village gateway treatments can also be an effective way to slow drivers down. Advice can be found in Local Transport Note 1/07 Traffic Calming (DfT, 2007) and Traffic Advisory Leaflets 01/94 *VISP – A Summary* (DoT, 1994a) and 01/04 *Village Speed Limits* (DfT, 2004).
139. In situations where the above criteria for a village are not met and there is a lesser degree of development, or where engineering measures are not practicable or cost-effective to achieve a 30 mph limit, but a

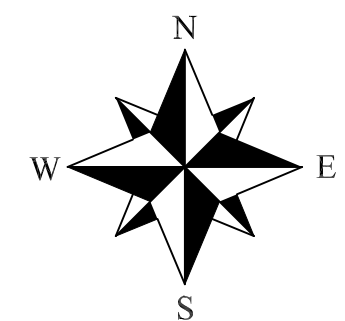
reduction from the national 60 mph speed limit is considered appropriate, traffic authorities should consider alternative lower limits of 40 or 50 mph.

140. A recommendation to use the framework for the assessment of speed limit options on rural single carriageway roads, in place since the publication of the previous Speed Limit Circular (01/2006), is withdrawn.



KEY

- 50 PROPOSED 50MPH
- 30 PROPOSED 30MPH
- 40 PROPOSED 40MPH
- 50 EXISTING 50MPH
- 30 EXISTING 30MPH
- EXISTING 60MPH



NOTES

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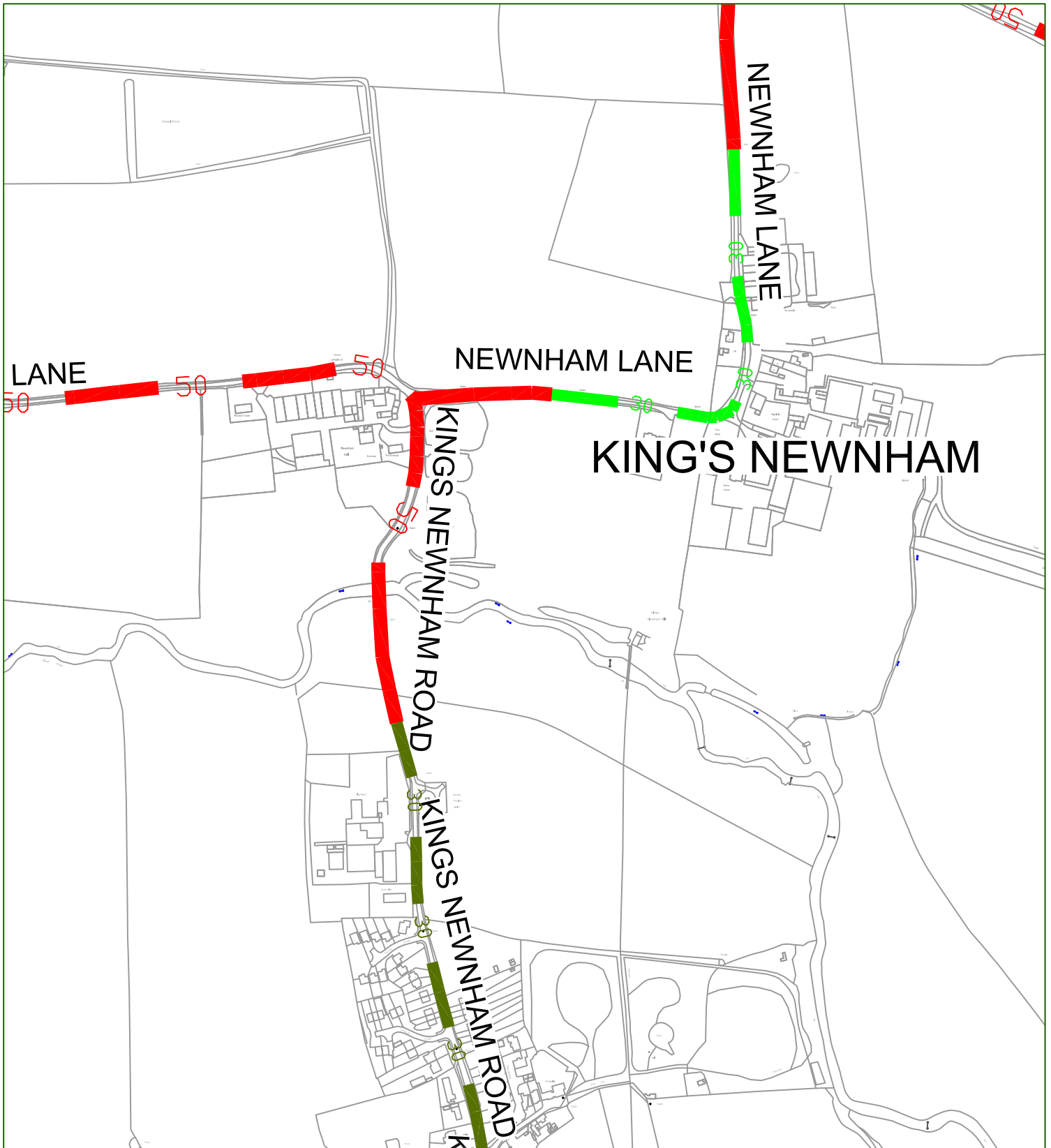
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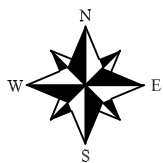
COMMUNITIES

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KEY

- 30 — PROPOSED 30MPH
- 50 — PROPOSED 50MPH
- 30 — EXISTING 30MPH



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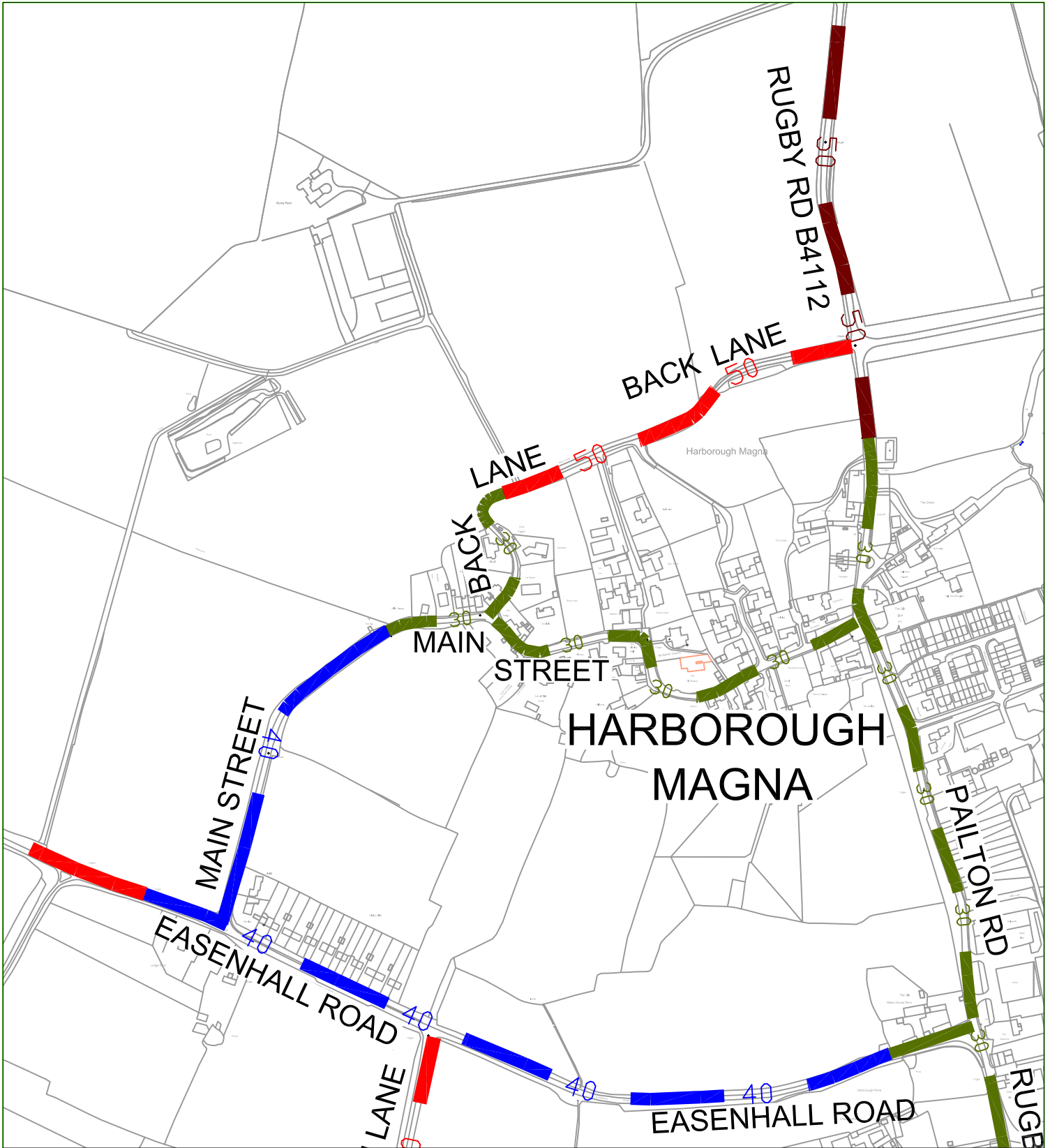
Graeme Fitton BSc, MSc, C.Eng, MICE,
Head of Transport for Warwickshire

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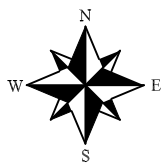
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Project title	
Speed Limit Review 13-14	

Drawn by	Checked by
PM	CB
Date	24/10/2013
Scale	NTS @ A4P
Drawing number	PH/HARB-001/2



KEY

- █ 40 █ PROPOSED 40MPH
- █ 50 █ PROPOSED 50MPH
- █ 30 █ EXISTING 30MPH
- █ 50 █ EXISTING 50MPH



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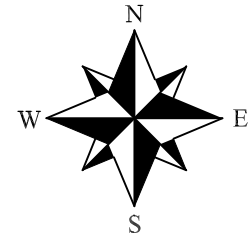
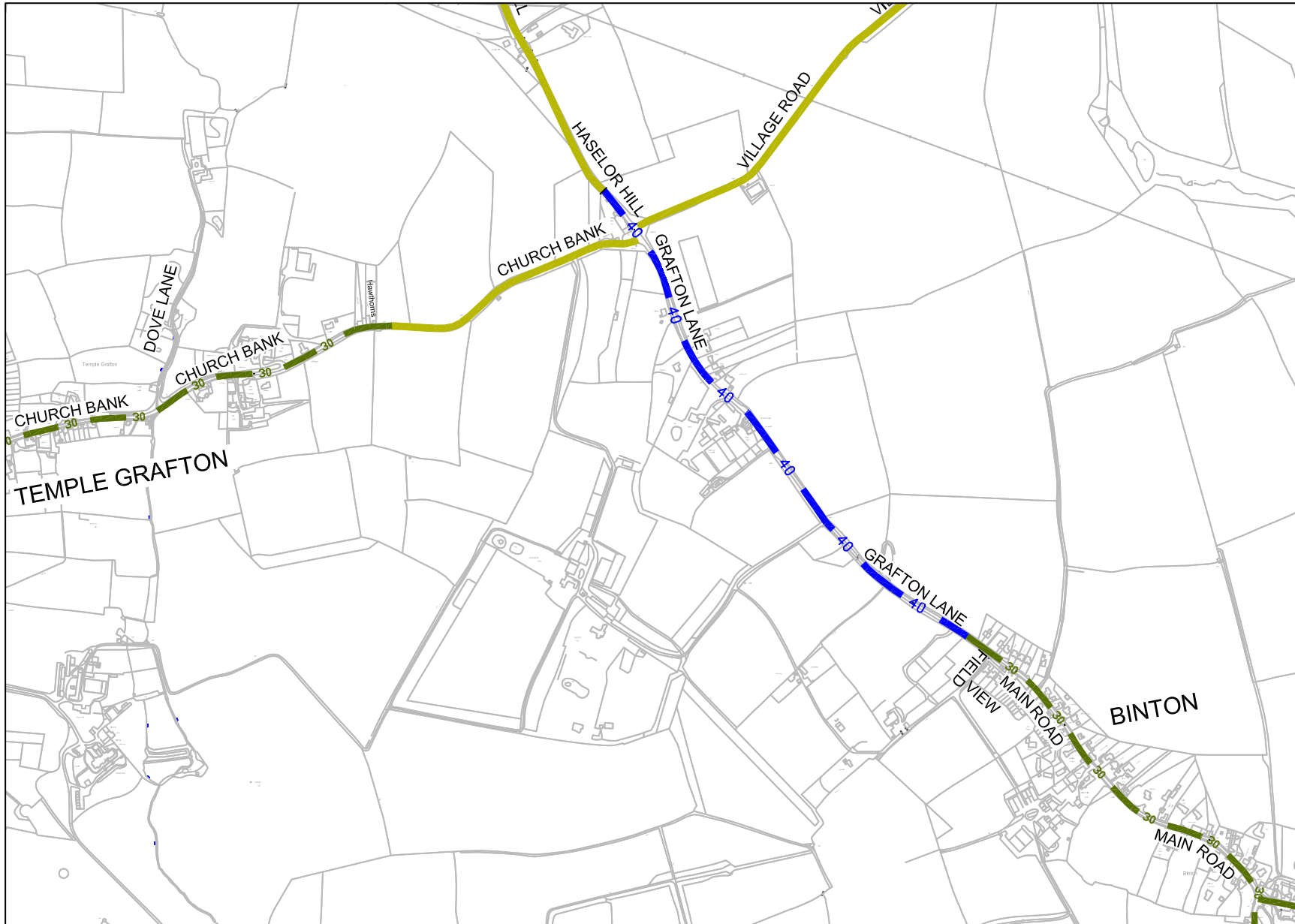
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Strategic Director for Communities

Graeme Fitton BSc, MSc, C.Eng, MICE,
Head of Transport for Warwickshire

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Drawing title	Proposed 40mph & 50mph Harborough Magna Rugby Borough Warwickshire	
	Drawn by PM	Checked by CB
Project title	Speed Limit Review 13-14	
	Date 24/10/2013	Scale NTS @ A4P
Drawing number PH/HARB-001/3		



KEY

- 40 ———
PROPOSED 40MPH
- 30 ———
EXISTING 30MPH
- EXISTING 60MPH

APPENDIX D OF AGENDA NO.



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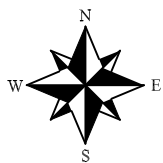
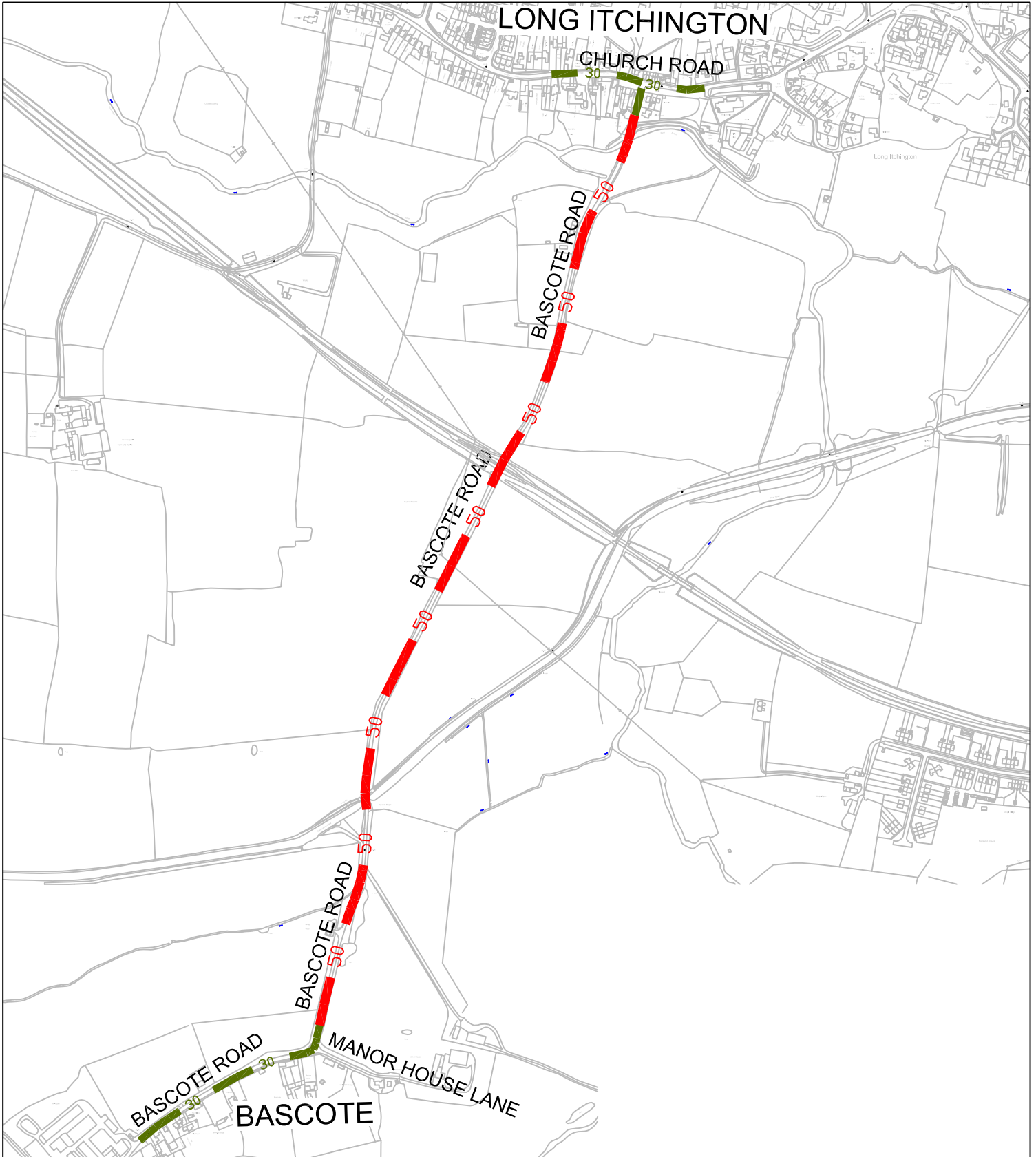
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**Proposed 40mph
Grafton Lane
Binton, Stratford District
Warwickshire**

Project title
Speed Limit Review 13-14

Drawn by PM	Checked by CB
Date 24/10/2013	
Scale NTS @ A4_L	
Drawing number PH/BINT-002	

APPENDIX D OF AGENDA NO.

LONG ITCHINGTON



KEY

- 50 --- PROPOSED 50MPH
- 30 --- EXISTING 30MPH

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Drawing title
**Proposed 50mph
 Bascote Road
 Long Itchington
 Stratford District, Warwickshire**

Project title
Speed Limit Review 13-14

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Date 24/10/2013	
Scale NTS @ A4P	
Drawing number PH/BASC-003	

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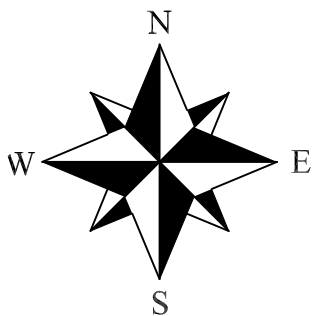
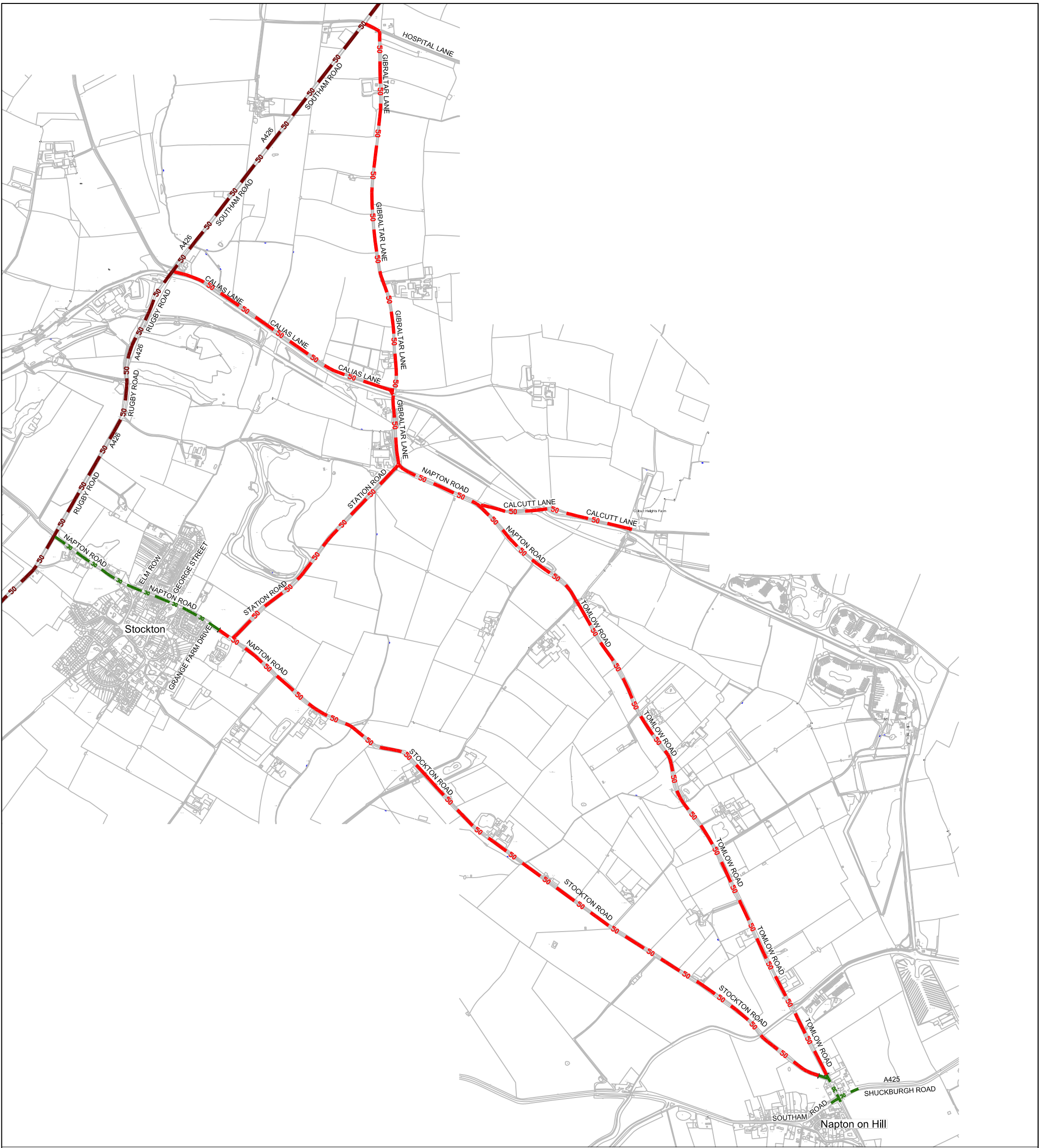
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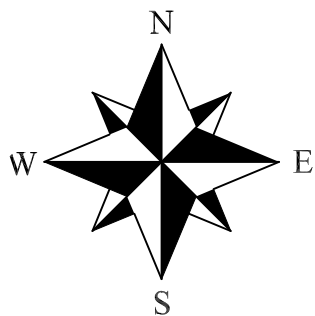
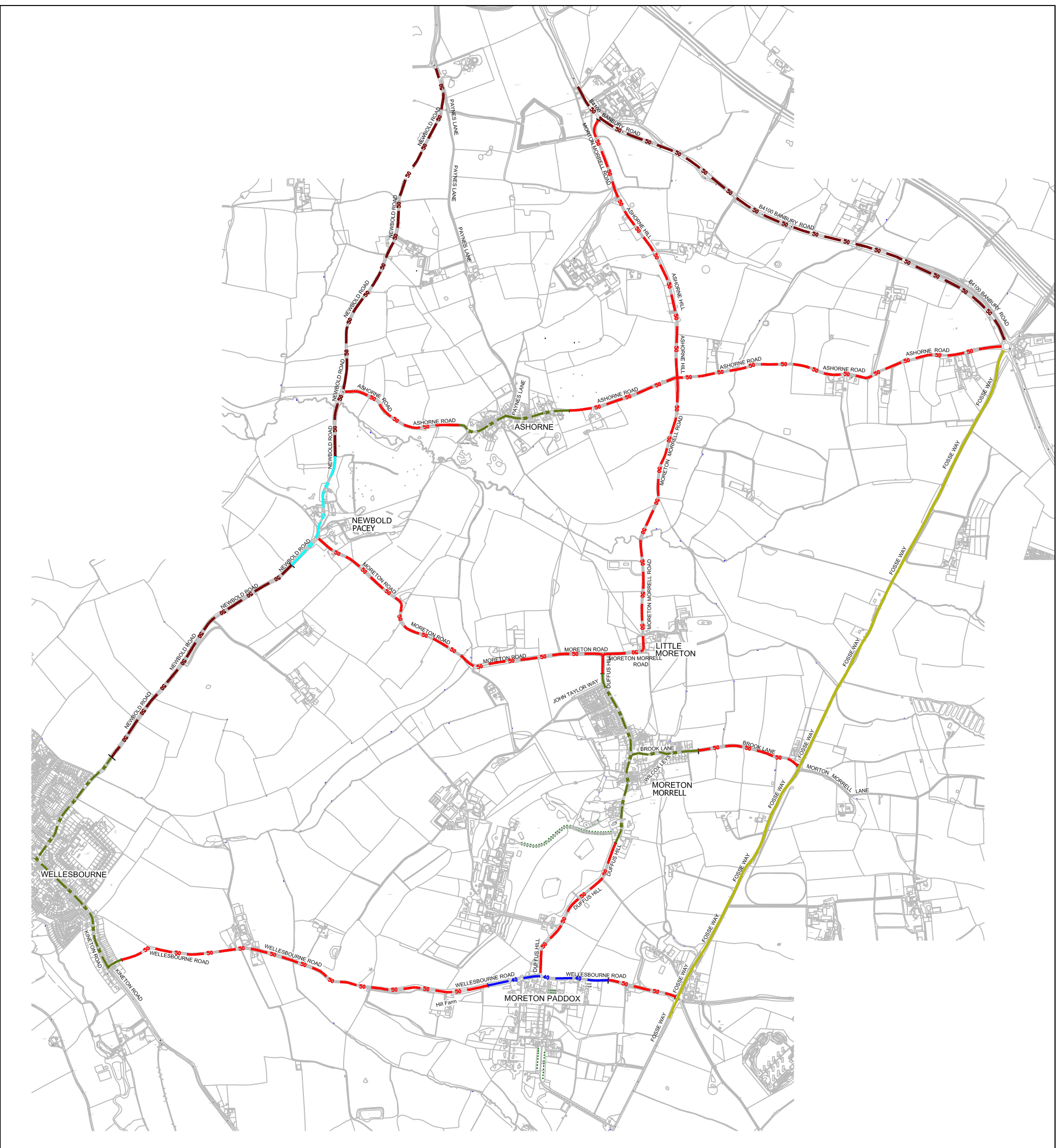
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KEY

- 50 — PROPOSED 50MPH
- 50 — EXISTING 50MPH
- 30 — EXISTING 30MPH

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<p>Date</p> <p style="text-align: center;">24/10/2013</p> <p>Scale</p> <p style="text-align: center;">NTS @ A3_P</p>		<p>Drawing number</p> <p style="text-align: center;">PH/STOC-004</p>																							



KEY

	50		PROPOSED 50MPH
	40		PROPOSED 40MPH
	40		EXISTING 40MPH
	30		EXISTING 30MPH
			EXISTING 60MPH

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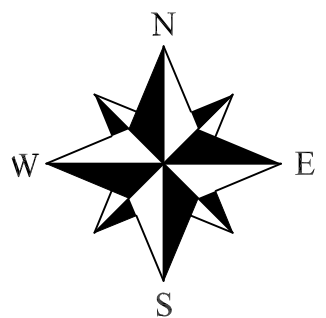
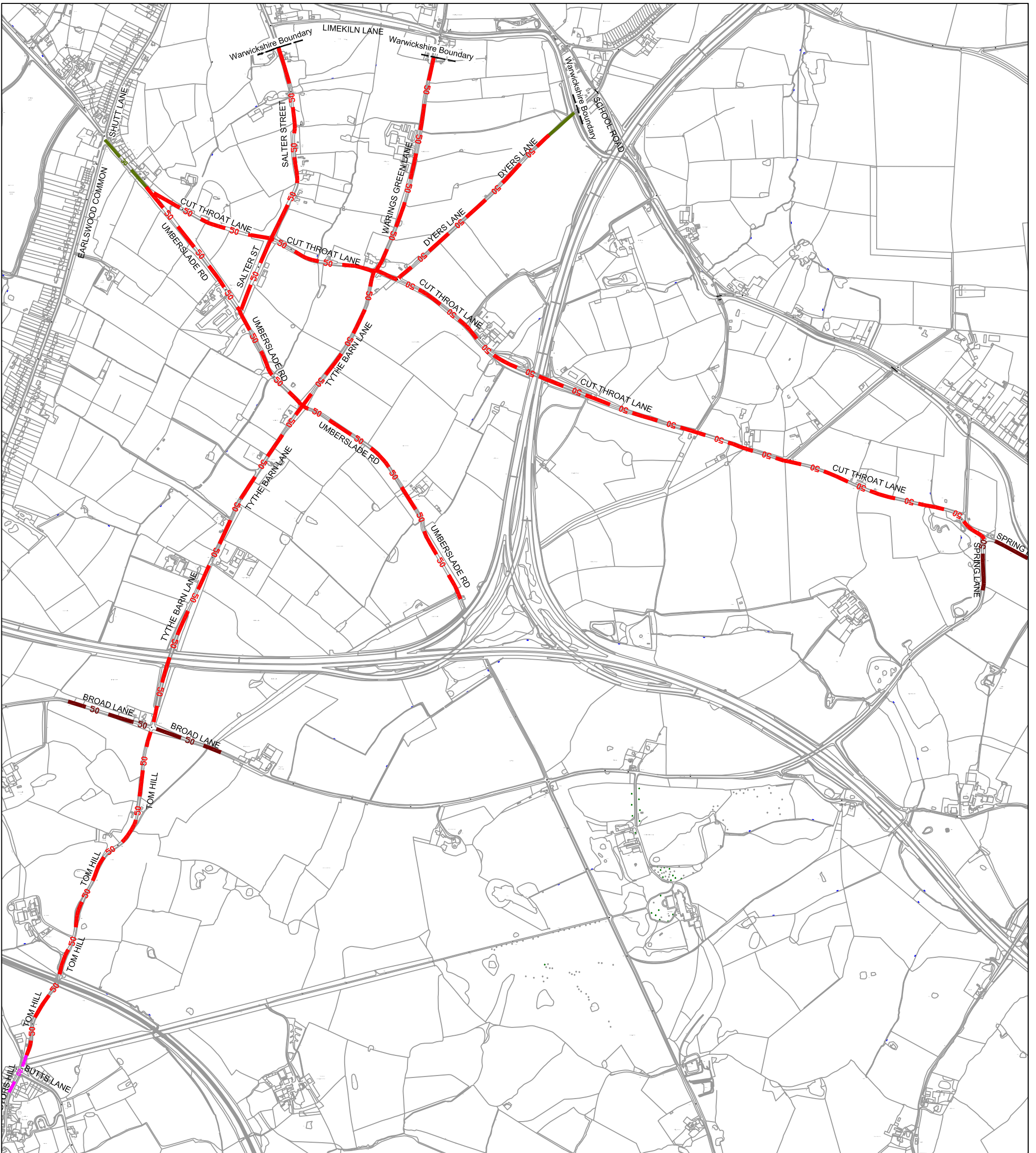
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Drawing title	<p align="center">Proposed 30, 40 & 50mph Moreton Morrell & Surrounding Area Warwick District, Warwickshire</p>
Project title	
	Speed Limit Review 13-14

Drawn by	Checked by
PM	CB
Date	24/10/2013
Scale	NTS @ A3_P
Drawing number	PH/MOR-005



KEY	
	50 PROPOSED 50MPH
	50 EXISTING 50MPH
	30 EXISTING 30MPH
	20 EXISTING 20MPH

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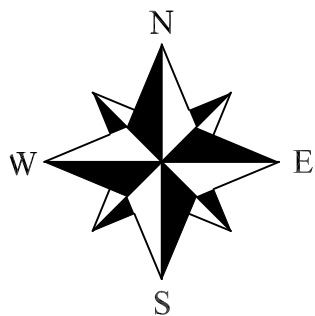
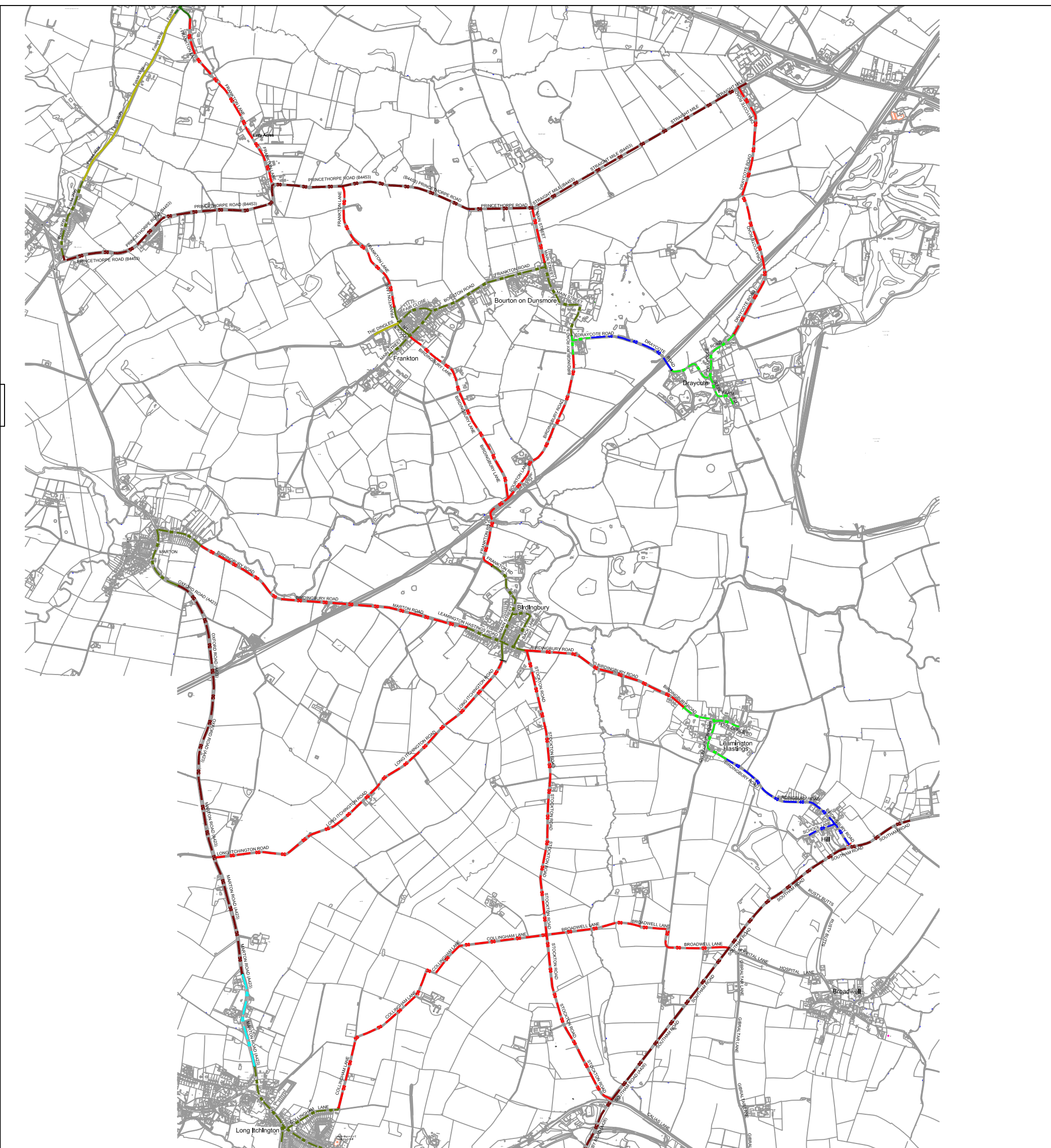
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**Proposed 50mph
 Earlswood
 Stratford District
 Warwickshire**

Project title
Speed Limit Review 13-14

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Date 24/10/2013	
Scale NTS @ A3_P	
Drawing number PH/EARL-006	



KEY

	50		PROPOSED 50MPH
	40		PROPOSED 40MPH
	30		PROPOSED 30MPH
	50		EXISTING 50MPH
	40		EXISTING 40MPH
	30		EXISTING 30MPH
			EXISTING 60MPH



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**Proposed 30, 40 & 50mph
Birdingbury, Leamington Hastings
& Surrounding Area
Rugby, Warwickshire**

Project title

Speed Limit Review 13-14

Drawn by

PM

Checked by

CB

Date

24/10/2013

Scale

NTS @ A3_P

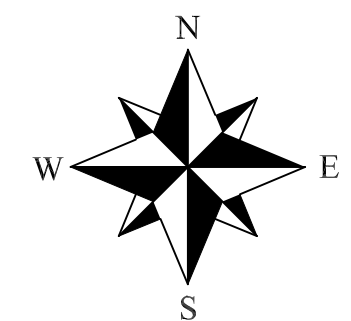
Drawing number

PH/LEAM-007



KEY

- 50 PROPOSED 50MPH
- 30 PROPOSED 30MPH
- 40 PROPOSED 40MPH
- 50 EXISTING 50MPH
- 30 EXISTING 30MPH
- EXISTING 60MPH



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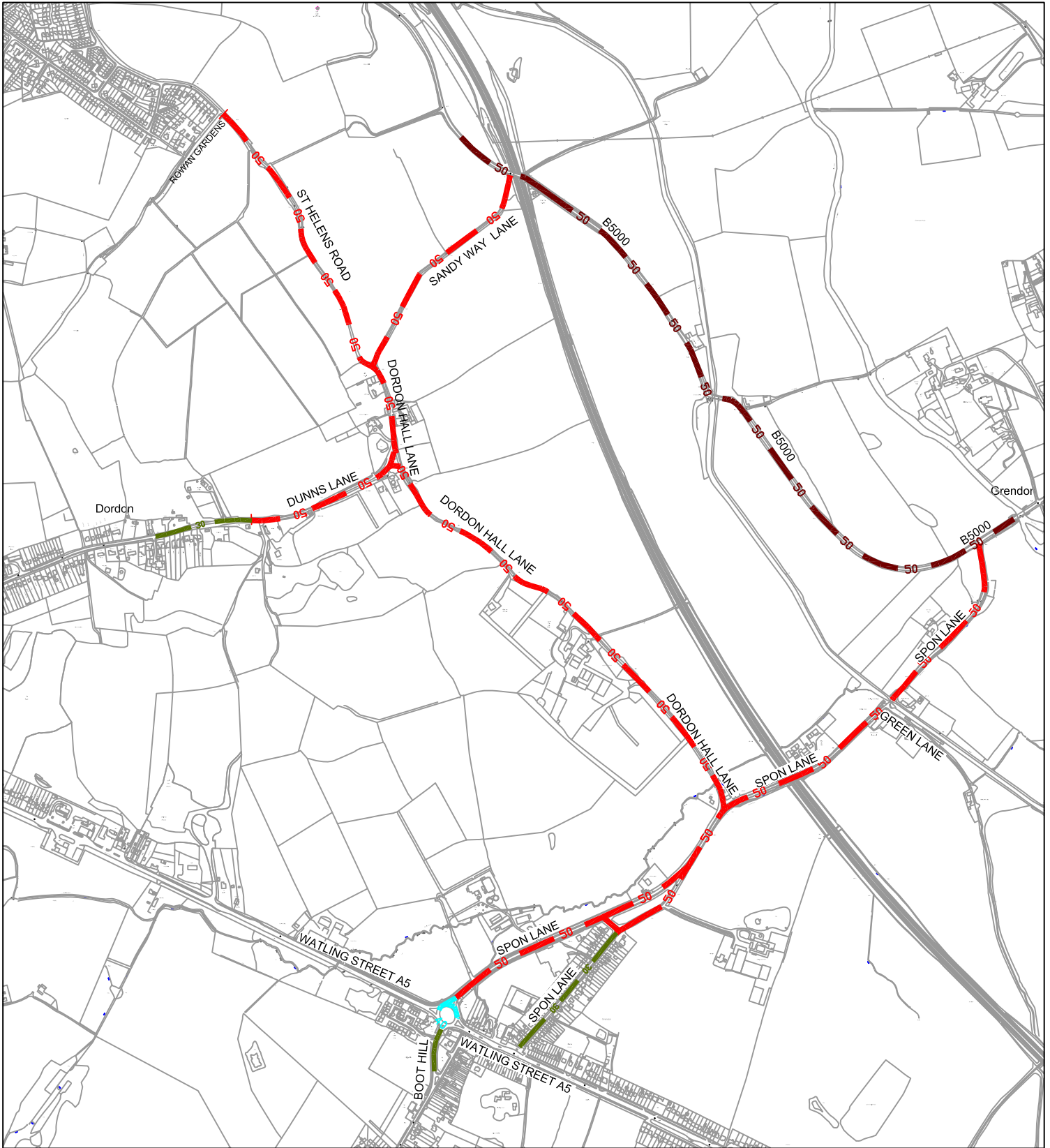
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Drawing title
**Proposed 30mph & 40mph
Coleshill Road & Church Road
Shustoke, North Warwickshire
Warwickshire**

Project title
SPEED LIMIT REVIEW 13-14

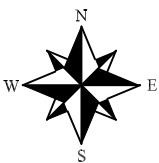
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Date 24/10/2013	
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Drawing number PH/SHUS-008	

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KEY

- 50 — PROPOSED 50MPH
- 30 — EXISTING 30MPH
- 40 — EXISTING 40MPH
- 50 — EXISTING 50MPH



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Drawing title
**Proposed 50mph
 Spon Lane, Grendon
 North Warwickshire Borough
 Warwickshire**

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Drawing number PH/SPON-009	

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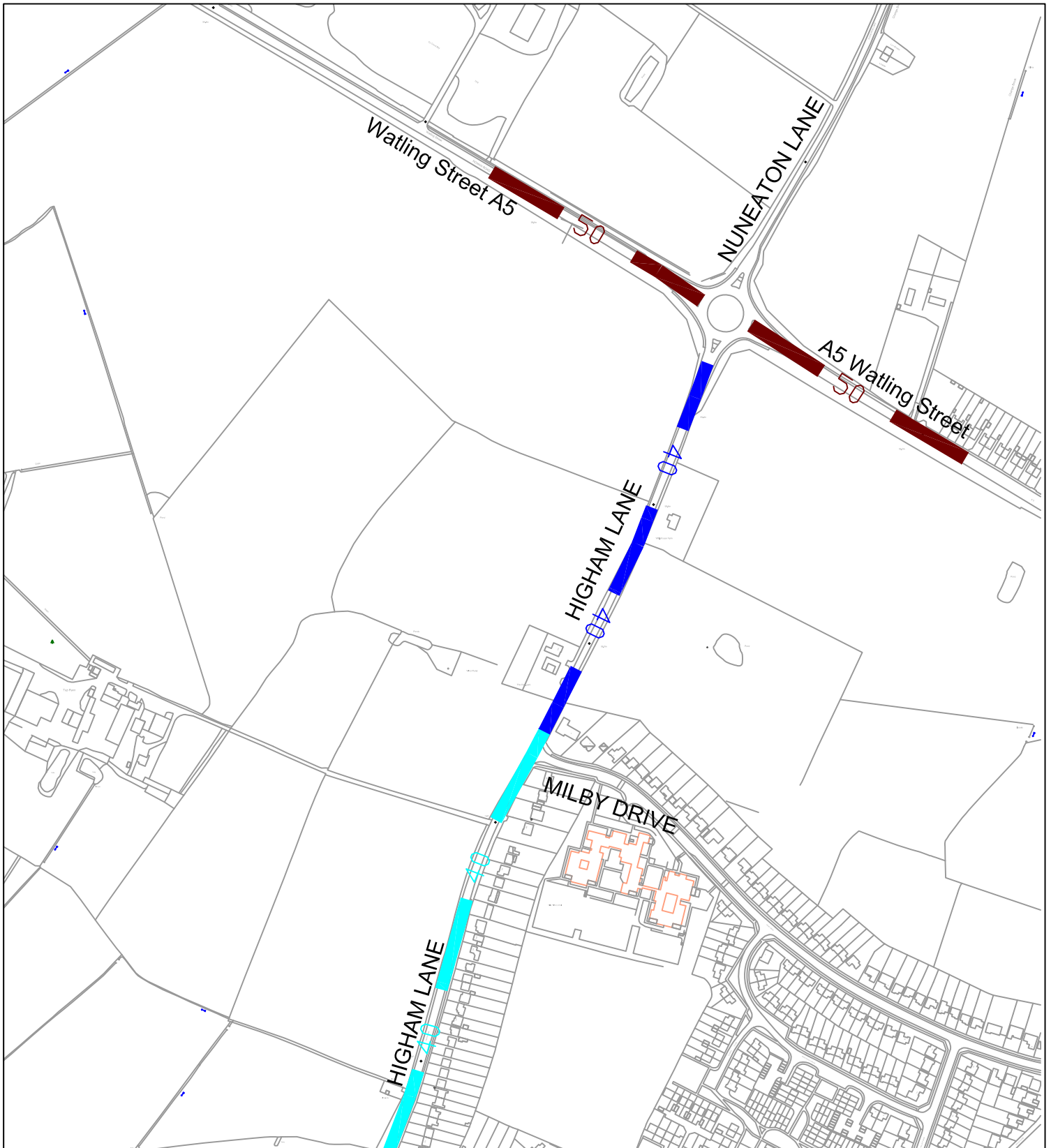
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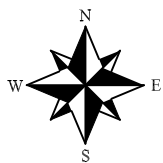
Project title
Speed Limit Review 13-14

APPENDIX D OF AGENDA NO.



KEY

- █ 40 █ PROPOSED 40MPH
- █ 40 █ EXISTING 40MPH
- █ 50 █ EXISTING 50MPH



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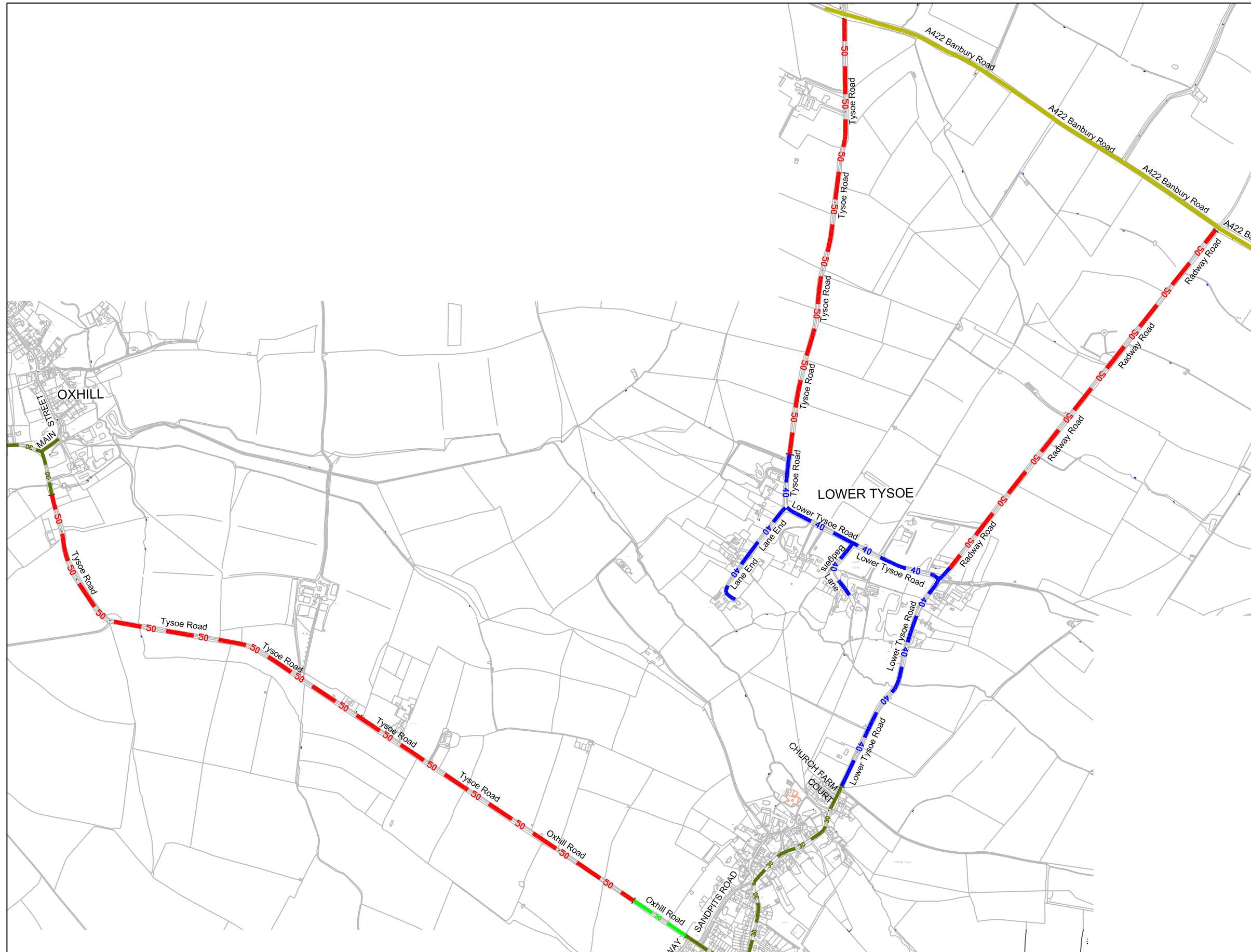
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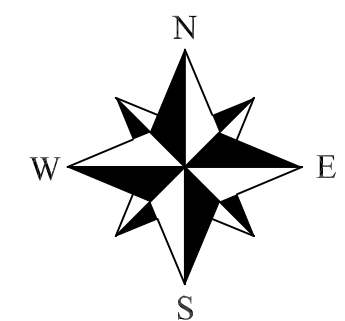
Drawing title	Proposed 40mph Higham Lane Nuneaton Warwickshire
Project title	

Speed Limit Review 13-14

Drawn by	Checked by
PM	CB
Date	24/10/2013
Scale	NTS @ A4P
Drawing number	PH/HIGH-010



KEY	
— 50	PROPOSED 50MPH
— 30	PROPOSED 30MPH
— 40	PROPOSED 40MPH
— 30	EXISTING 30MPH
— 60	EXISTING 60MPH



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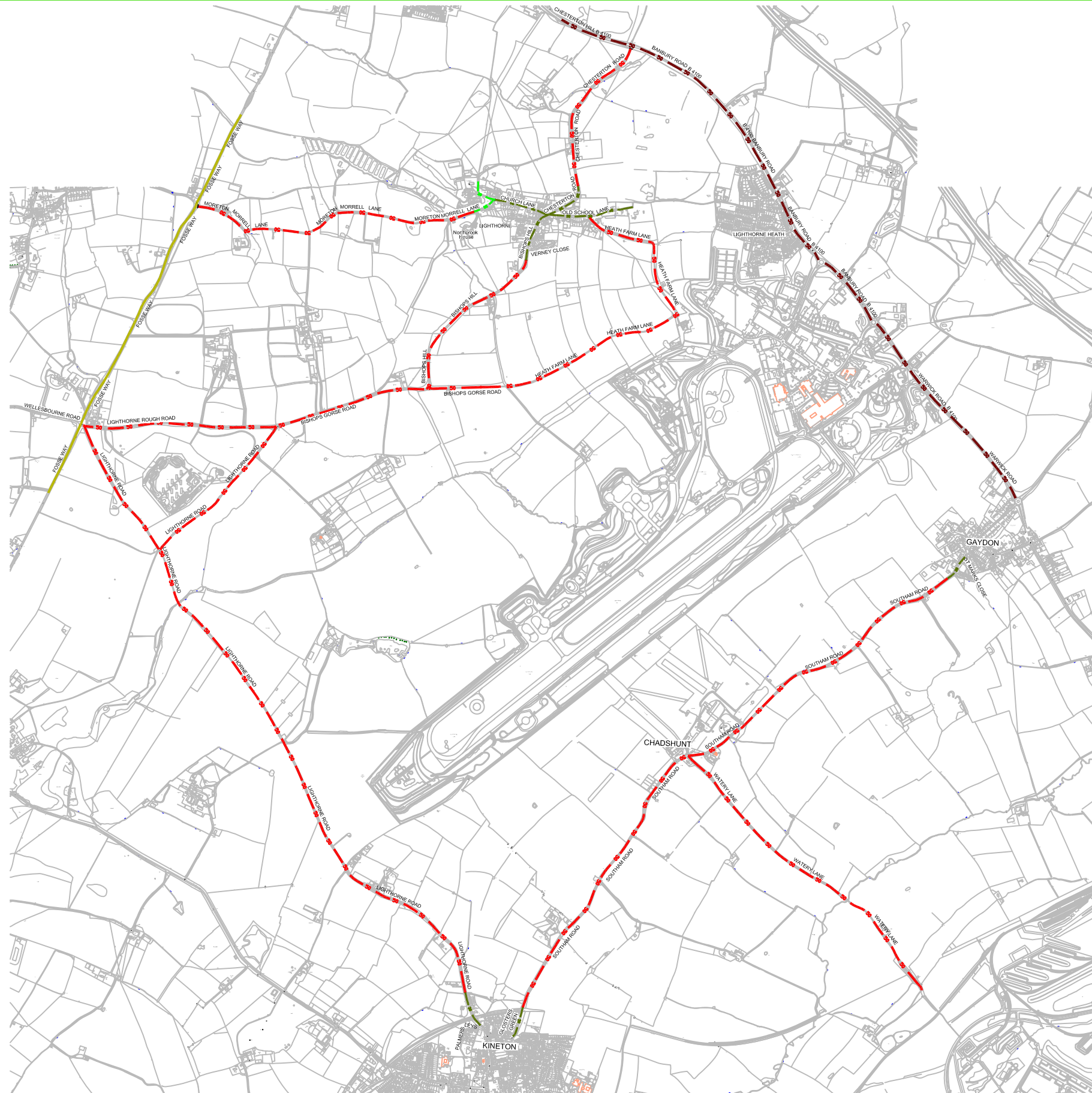
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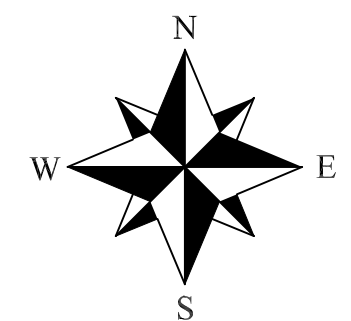
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Project title	
Speed Limit Review 13-14	

Drawn by	Checked by
PM	CB
Date	24/10/2013
Scale	NTS @ A3_L
Drawing number	PH/TYSO-011



KEY

- 50 — PROPOSED 50MPH
- 30 — PROPOSED 30MPH
- 50 — EXISTING 50MPH
- 30 — EXISTING 30MPH
- — EXISTING 60MPH



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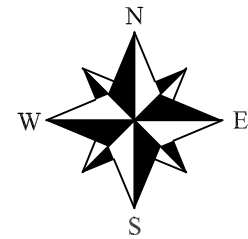
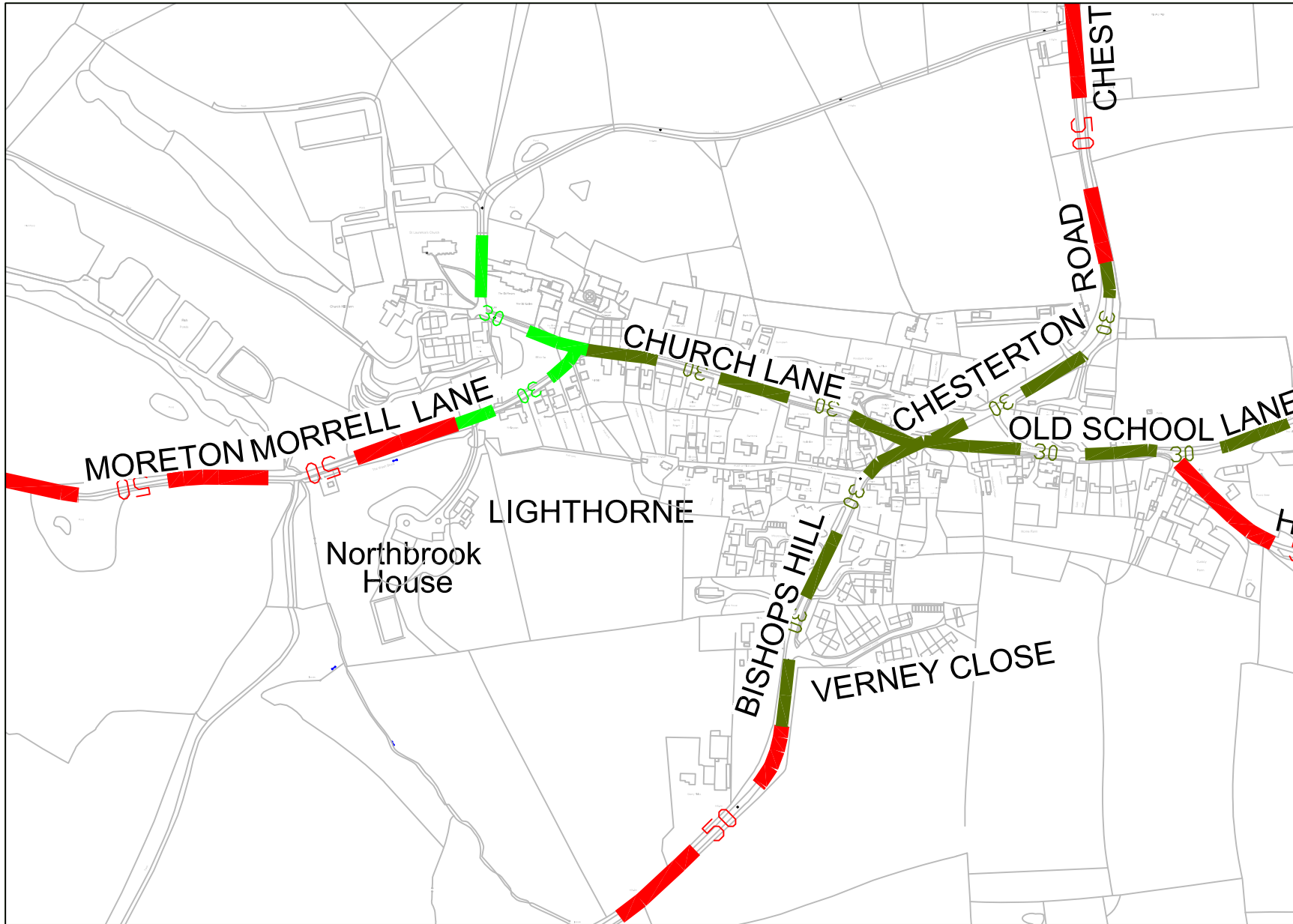
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Drawing title
**Proposed 30mph & 50mph
 Lighthorne, Kineton
 & Surrounding Area
 Stratford District, Warwickshire**
 Project title
Speed Limit Review 13-14

Drawn by PM	Checked by CB
Date 24/10/2013	
Scale NTS @ A3_L	
Drawing number PH/KIN-012/1	



KEY

	30	
PROPOSED 30MPH		
	50	
PROPOSED 50MPH		
	30	
EXISTING 30MPH		

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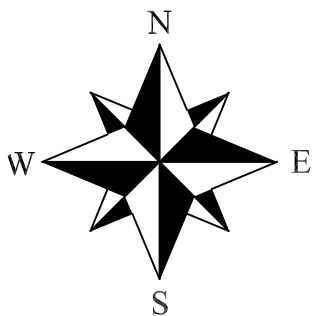
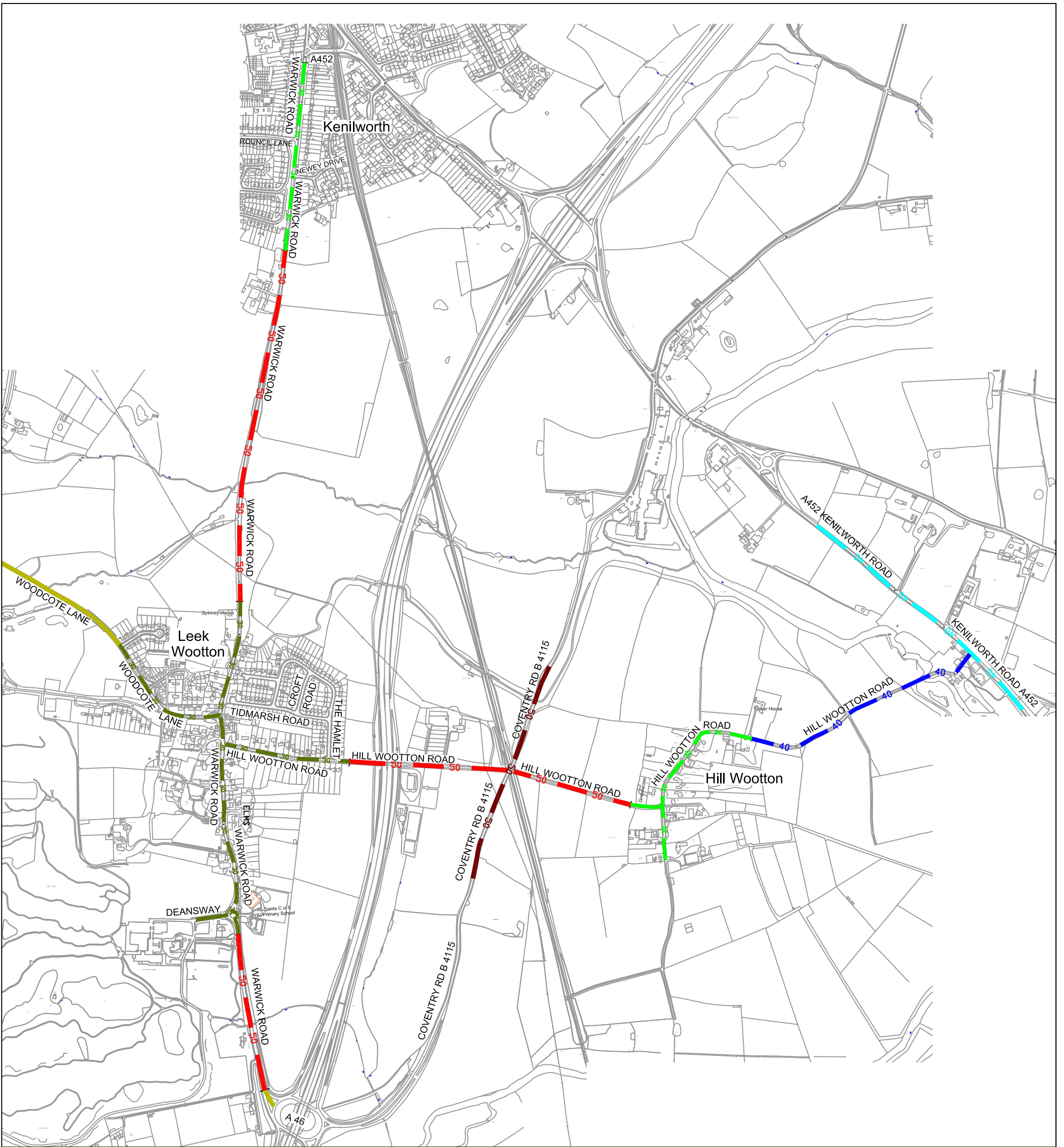
Drawing title

**Proposed 30mph
Lighthorne
Stratford District
Warwickshire**

Project title

Speed Limit Review 13-14

Drawn by	Checked by
PM	CB
Date	
24/10/2013	
Scale	
NTS @ A4_L	
Drawing number	
PH/KIN-012/2	



KEY

	50		PROPOSED 50MPH
	40		PROPOSED 40MPH
	30		PROPOSED 30MPH
	50		EXISTING 50MPH
	40		EXISTING 40MPH
	30		EXISTING 30MPH
			EXISTING 60MPH

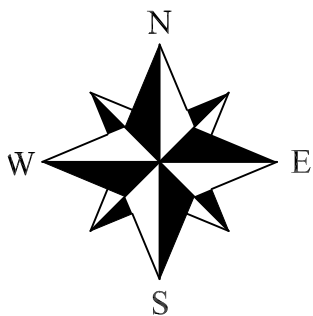
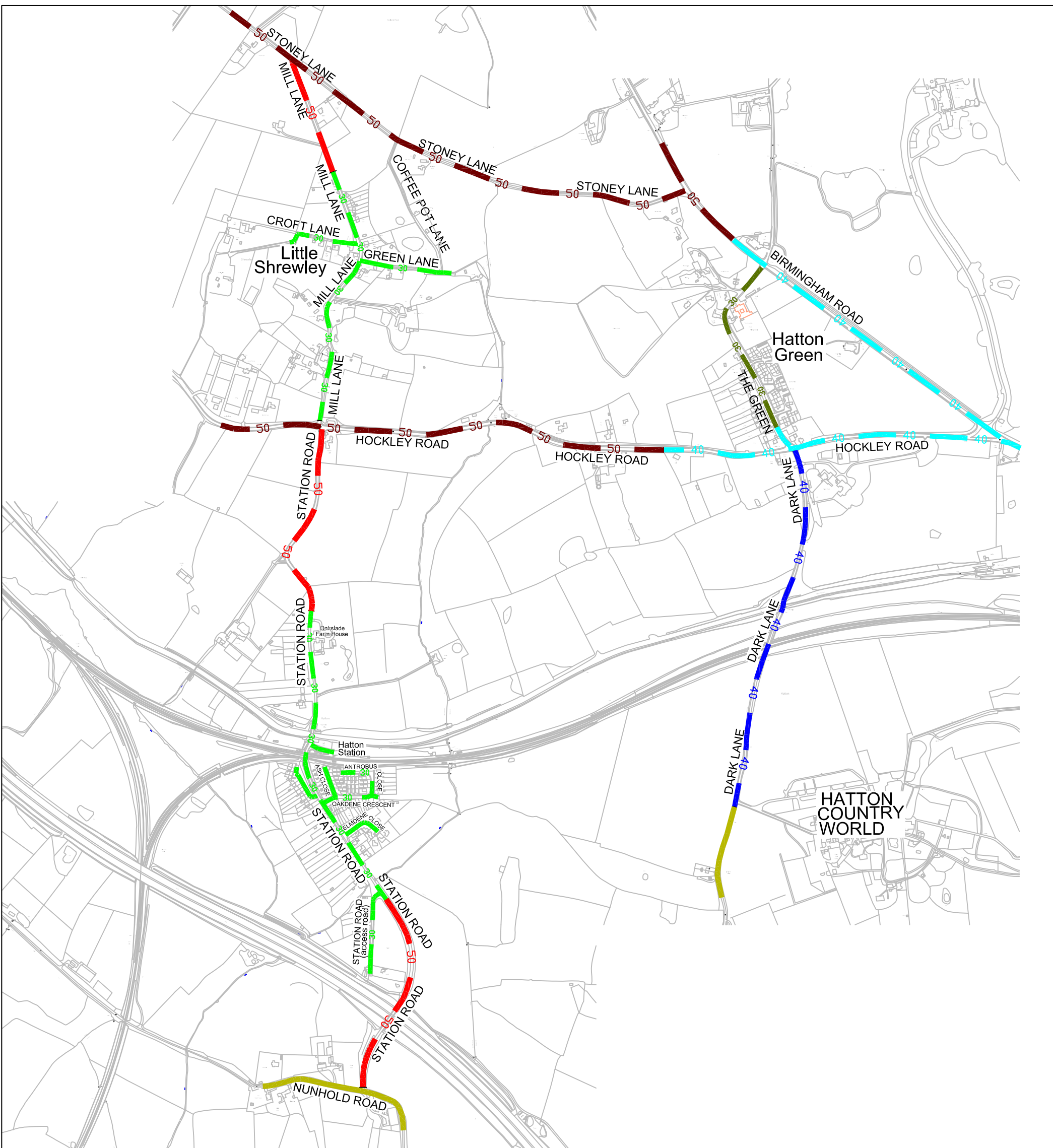
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Drawing title
**Proposed 30, 40 & 50mph
 Kenilworth, Leek Wootton
 & Hill Wootton
 Warwick District, Warwickshire**
 Project title
Speed Limit Review 13-14

Drawn by PM	Checked by CB
Date 24/10/2013	
Scale NTS @ A3_P	
Drawing number PH/LEEK-013	



KEY

	50		EXISTING 50MPH
	40		EXISTING 40MPH
	30		EXISTING 30MPH
	50		PROPOSED 50MPH
	40		PROPOSED 40MPH
	30		PROPOSED 30MPH
			EXISTING 60MPH



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Strategic Director for Communities

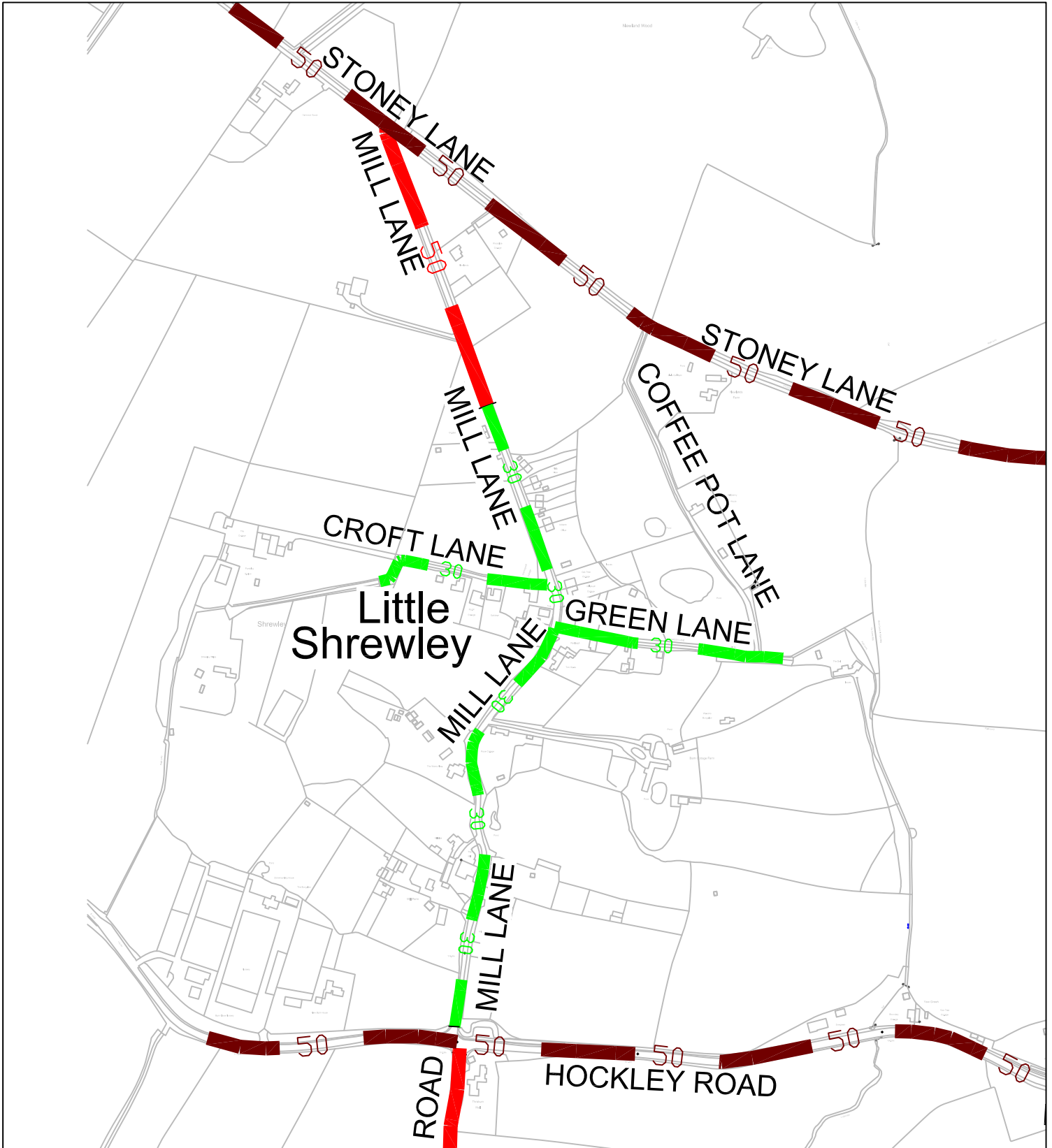
Graeme Fitton BSc, MSc, C.Eng, MICE.
Head of Transport for Warwickshire

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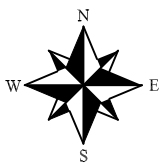
Drawing title	<p>Proposed 30, 40 & 50mph Hatton & Little Shrewley Warwick District Warwickshire</p>
Project title	
	<p>Speed Limit Review 13-14</p>

Drawn by	Checked by
PM	CB
Date	24/10/2013
Scale	NTS @ A3_P
Drawing number	PH/HATT-014/1



KEY

- 30 — PROPOSED 30MPH
- 50 — PROPOSED 50MPH
- 50 — EXISTING 50MPH



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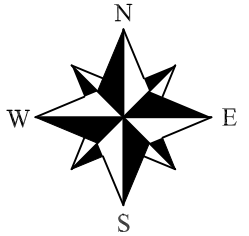
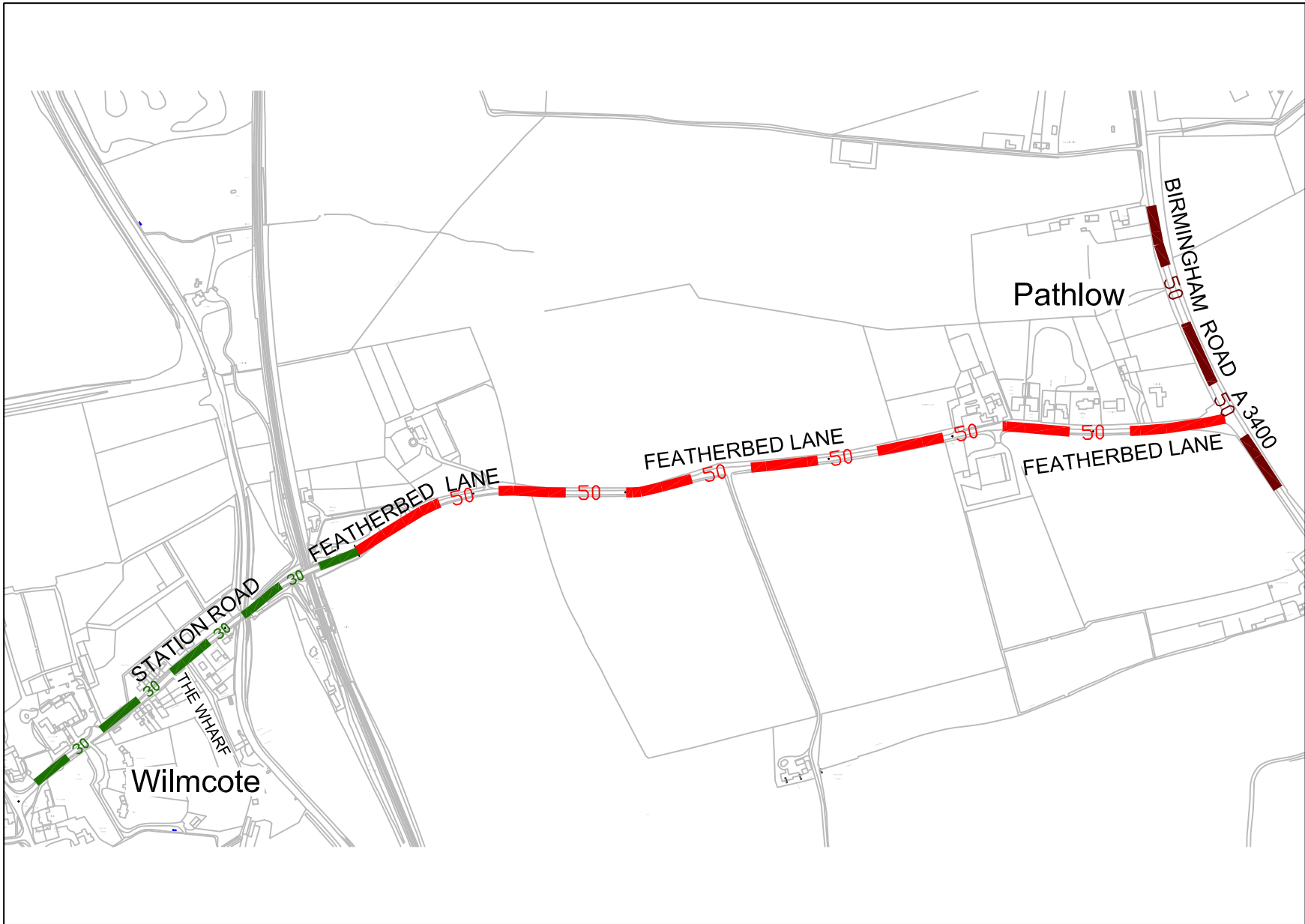
Graeme Fitton BSc, MSc, C.Eng, MICE,
Head of Transport for Warwickshire

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Drawing title	<p>Proposed 30mph & 50mph Mill Lane, Little Shrewley Warwick District Warwickshire</p>
Project title	

Drawn by	Checked by
PM	CB
Date	24/10/2013
Scale	NTS @ A4P
Drawing number	PH/HATT-014/2



KEY

	50	
PROPOSED 50MPH		
	50	
EXISTING 50MPH		
	30	
EXISTING 30MPH		

APPENDIX D OF AGENDA NO.



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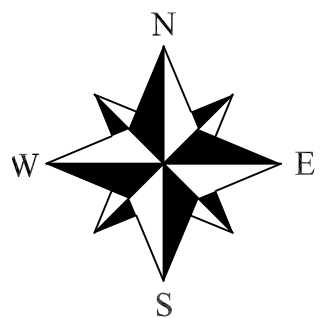
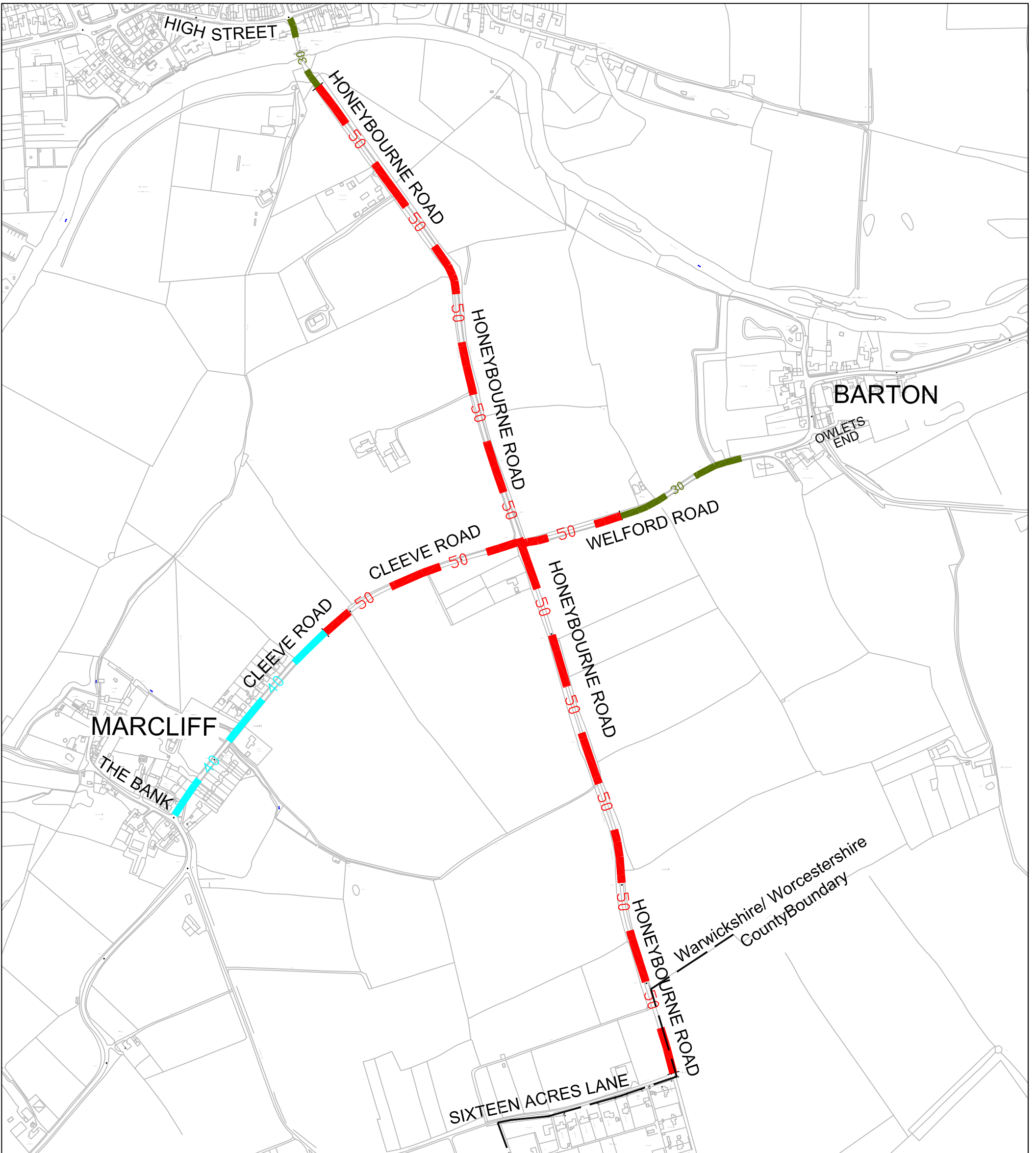
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-	-/-/-	-	-	-
-	-/-/-	-	-	-

Drawing title
**Proposed 50mph
 Featherbed Lane
 Pathlow - Wilmcote
 Stratford, Warwickshire**

Project title
Speed Limit Review 13-14

Drawn by PM	Checked by CB
Date 24/10/2013	
Scale NTS @ A4_L	
Drawing number PH/FEAT-015	



KEY	
	50 PROPOSED 50MPH
	40 EXISTING 40MPH
	30 EXISTING 30MPH

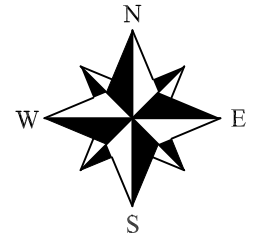
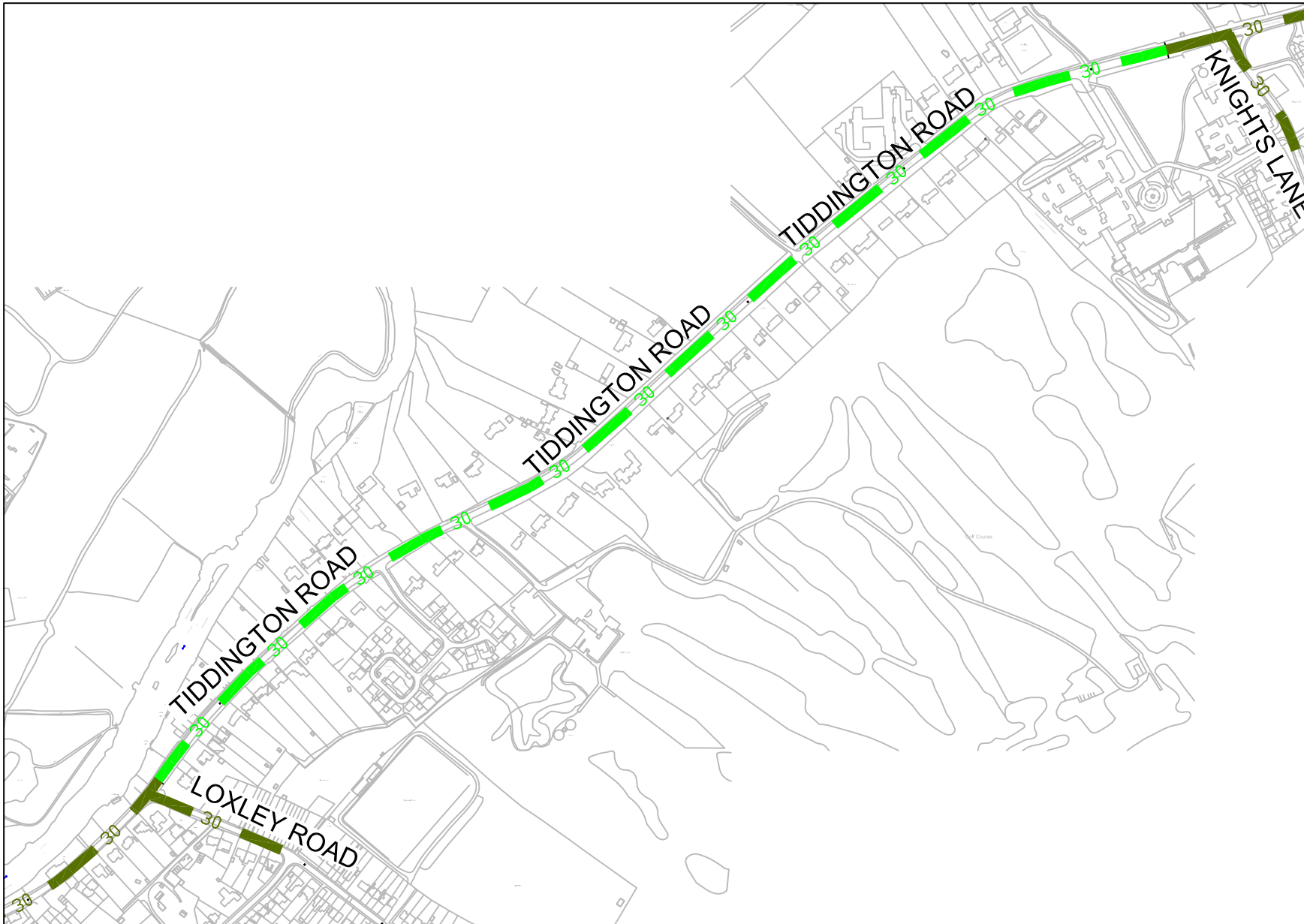
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Drawing title
**Proposed 50mph
 Honeybourne Road
 Bidford-on-Avon
 Stratford District, Warwickshire**
 Project title
Speed Limit Review 13-14

Drawn by PM	Checked by CB
Date 24/10/2013	
Scale NTS @ A3_P	
Drawing number PH/BID-016	



KEY

- 30 PROPOSED 30MPH
- 30 EXISTING 30MPH

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-	-/-/-	-	-	-
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Drawing title	Drawn by	Checked by
Proposed 30mph Tiddington Road Stratford Warwickshire	PM	CB
	Date	24/10/2013
	Scale	NTS @ A4_L
Project title	Drawing number	
Speed Limit Review 13-14	PH/TIDD-17	

Paragraph to be included in Committee Reports relating to Speed Limit Orders

The Road Traffic Regulation Act 1984 enables the Council to make Orders prohibiting the driving of motor vehicles on a road at a speed exceeding that specified in the Order, or directing that a road on which there is provided a system of street lighting furnished by means of lamps placed not more than 183 metres apart shall become a restricted road (subject to a speed limit of 30 mph) or that it shall cease to be a restricted road.

Speed Limit Orders and Restricted Road Orders remain in force until superseded or revoked.

The Department for Transport's Circular 1/06 'New Guidance On Setting Local Speed Limits' (currently under review) should be the basis for assessments of local speed limits, for developing route management strategies and for developing speed management strategies required as part of the Local Transport Plan process. Circular 1/06 requires that "speed limits should be evidence-led, self-explaining and seek to reinforce people's assessment of what is a safe speed to travel. They should encourage self-compliance and should not be seen by drivers as being a target speed at which to drive in all circumstances. Traffic authorities set 'local speed limits' in situations where local needs and considerations deem it desirable for drivers to adopt a speed which is different from the national speed limit. Local speed limits could be reduced or increased, depending upon the conditions and evidence."

In deciding whether or not to make an Order or give a Direction, the Council is required to have regard to the matters set out in section 122 of the 1984 Act. Section 122(1) requires the Council to exercise the functions conferred on it by the 1984 Act as (so far as practicable having regard to the matters specified in section 122(2)) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians), and the provision of suitable and adequate parking facilities on and off the highway.

The matters to which the Council must have regard are:-

- the desirability of securing and maintaining reasonable access to premises
- the effect on the amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles so as to preserve or improve the amenities of the areas through which the roads run
- the national air quality strategy prepared under section 80 of the Environmental Protection Act 1995
- the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles
- and any other matters appearing to the Council to be relevant

Therefore whilst the overall objective of the Council must be to secure the expeditious convenient and safe movement of vehicular traffic this cannot prevent statutory powers from being used for the specific purposes identified in section 122(1) and that a balance has to be achieved between the overall objective and the matters set out in section 122(2).