

**REPORT TO:** Cabinet

**MEETING DATE:** 8 May 2018

**BY:** Depute Chief Executive (Partnerships and Community Services)

**SUBJECT:** Updated Speed Limit Policy 2018

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## **1 PURPOSE**

- 1.1 To present an updated version of Speed Limit Policy for East Lothian Council (ELC).

## **2 RECOMMENDATIONS**

- 2.1 It is recommended that Cabinet approve the Updated Speed Limit Policy for ELC.

## **3 BACKGROUND**

- 3.1 The speed of vehicles is an important issue for communities that often generates intense local concern and debate, partly because the perception of what is an appropriate safe speed often differs greatly between, drivers, pedestrians and pedal cyclists, many of whom live and work in the community. It is important, therefore, that ELC clearly sets out its policy on how it will determine appropriate speed limits and ensure consistency of application, in line with current Government recommendations.
- 3.2 In August 2006 the Scottish Government published guidance on setting local speed limits (Circular 1/2006). As part of this guidance there was a requirement for all local authorities in Scotland to review the speed limits on all A and B class roads by 2011.
- 3.3 The key points of the guidance are 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 not be seen by drivers as being a target speed at which to drive in all circumstances

- Roads 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
  - The guidance is to be used for setting all local speed limits on single and dual carriageway roads, other than 20 mph limits, in both urban and rural areas
  - The guidance should also be used as the basis for future assessments of local speed limits and for developing route management strategies
- 3.4 In November 2010 a report was taken to cabinet which outlined ELC speed limit review. The report included amendments to speed limits on a number of A and B class roads and also included a new speed limit policy for ELC. This speed limit policy aligned with the national guidance and was approved by ELC. This has formed the basis of decision making and recommendations to members by Officers when they review or amend speed limits or assess new requests for speed limit reduction in East Lothian.
- 3.5 The current speed limit policy remains a 'living document' and in the period since the current speed limit policy was approved there has been additional guidance published. This includes "*The Good Practice Guide on 20 mph Speed Restrictions*" published by Transport Scotland in January 2015 and the Traffic Signs Regulations and General Directions (TSRGD) 2016. It is also recognised that speed limits form one distinct element of speed management and this should be considered alongside other speed management measures including engineering, enforcement and education. To reflect these changes Officers have updated the speed limit policy.
- 3.6 Police Scotland has reviewed this updated policy and support the principles contained within.
- 3.7 This report presented to Cabinet today retains the current approach to setting speed limits which has been in place since November 2010. This Updated Speed Limit Policy formalises the approach taken when determining speed limits in East Lothian and provides a framework to ensure there is a consistency of approach across the Council Area. Essentially this policy document brings together good practice previously used by the Council which has been refreshed by referencing recently published documents used at a national level.
- 3.8 The main changes to the updated policy are that it now reflects new guidance from Transport Scotland "*Good Practice Guide on 20 mph Speed Restrictions 2016*" and "*Traffic Signs Regulations and General Directions 2016*" (TSRGD).
- 3.9 The information in the Good Practice Guide 2016 is intended as guidance only. It is not meant to modify or override any of the provisions contained in the relevant road traffic legislation. The guidance should not be used in

isolation, but read in conjunction with the more comprehensive advice on these matters set out in the relevant legislation and guidance, including the Traffic Signs Regulations and General Directions 2016.

- 3.10 The Good Practice Guide on 20 mph Speed Restrictions aims to provide clarity to local authorities on the options available to them and aid greater consistency on the setting of 20 mph speed restrictions throughout Scotland. It also aims to encourage local authorities to set 20 mph speed restrictions, where appropriate.
- 3.11 The Traffic Signs Regulations and General Directions (TSRGD 16) sets out what traffic signs in the UK must look like, what they mean and how they may be placed and illuminated. TSRGD 16 brings together, with changes, provisions previously set out in a number of instruments. In doing so, they provide a traffic sign regime that is less prescriptive than its predecessor; allowing traffic authorities greater flexibility to develop signing schemes that meet local needs, whilst safe guarding national consistency. The lower level of prescription will bring benefits for traffic authorities in reduced costs and administrative requirements.

#### **4 POLICY IMPLICATIONS**

- 4.1 These proposals will contribute towards fulfilling the East Lothian Plan 2017-2027, in particular:
- Outcome 2.1: “East Lothian has strong resilient communities where people respect and support each other” and
  - action (k) “we will make our roads safer, including a focus on making journeys safer for cyclists and pedestrians of all ages and abilities

#### **5 INTEGRATED IMPACT ASSESSMENT**

- 5.1 The subject of this report does not affect the wellbeing of the community or have a significant impact on equality, the environment or economy.

#### **6 RESOURCE IMPLICATIONS**

- 6.1 Financial - There will be financial implications related to the introduction/amendment of speed limits and any costs would require to be met from Road Services Budget. If the cost of a project exceeds the annual roads budget, approval from Council will be required before this can be progressed. If major improvements to the road network are required a standard road safety audit of the design will also be required.
- 6.2 Personnel - None
- 6.3 Other - None

## 7 BACKGROUND PAPERS

### 7.1 Speed Limit Review and Proposed Speed Limit Policy 9<sup>th</sup> Nov 2010

|                      |                                  |
|----------------------|----------------------------------|
| <b>AUTHOR'S NAME</b> | Alan Stubbs                      |
| <b>DESIGNATION</b>   | Service Manager- Roads           |
| <b>CONTACT INFO</b>  | Marshall Greenshields - Ext 7732 |
| <b>DATE</b>          | March 2018                       |

## **APPENDIX 1**

### **ELC - Revised Speed Limit Policy 2018**

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## 1.0 Introduction

- 1.1 This policy is an update from the previous policy approved by Cabinet in November 2010. At that time the Speed Limit Policy was prepared to reflect the Scottish Government's current guidance (Circular 1/2006), which sought a common national approach to the setting of speed limits.
- 1.2 Contained within Circular 1/2006 was a requirement for all Local Authorities to review formally the speed limits on all its Class A and B roads. This was completed and to ensure that all future speed limits are assessed consistently, in line with the review of A and B class roads, it was decided to update procedures and produce a formal Speed Limit Policy for East Lothian. A report was taken to Cabinet in November 2010 demonstrating the review and included the Speed Limit Policy for ELC.
- 1.3 The current policy remains a 'living document' and in the period since the current policy was approved there has been additional guidance published. This includes "*The Good Practice Guide on 20 mph Speed Restrictions*" published by Transport Scotland in 2015/16 and the Traffic Signs Regulations and General Directions (TSRGD) 2016. It also recognised that speed limits form one distinct element of speed management and this should be considered alongside other speed management measures including engineering, enforcement and education. To reflect these changes Officers have updated the speed limit policy.

## 2.0 Background

- 2.1 The setting of national speed limits for different road types, and the identification of which exceptions to the general limits can be applied, is the responsibility of the UK Government. The three national speed limits are:
  - The 30mph speed limit on restricted roads (in Scotland Class C or unclassified roads with street lighting).
  - The speed limit of 60mph on single carriageway roads.
  - The 70mph limit on dual carriageways and motorways.
- 2.2 These national limits are not, however, appropriate to all roads. The responsibility for determining local speed limits lies with Traffic Authorities having regard to guidance issued by the Scottish Government together with relevant advice from the Department for Transport.
- 2.3 In August 2006, the Scottish Executive published ETLLD Circular No.1/2006: Setting Local Speed Limits, which laid out recommendations on the setting of local speed limits. This superseded the recommendations given previously in the Setting of Local Speed Limits Circular No. 1/93. The recommendations apply to the setting of speed limits, other than 20 mph speed limits, on single or dual carriageway roads in both urban and rural areas.

2.4 The current guidance, to which this policy makes reference, is as follows:

- ETLLD Circular No 1/2006 – “Setting Local Speed Limits”
- ETLLD Circular No 1/2004 – “20 mph Speed Limits Around Schools on Roads with Speed Limits Higher Than 30 mph”
- DfT Traffic Advisory Leaflet 1/04 – “Village Speed Limits”
- SCOTS Additional Guidance – “Speed Limit Review, 2008”
- Transport Scotland - Good Practice Guide on 20 mph Speed Restrictions- 2015
- Transport Scotland - Good Practice Guide on 20 mph Speed Restrictions- June 2016
- Traffic Signs Regulations and General Directions 2016 (TSRGD)

### **3.0 Legislation and Regulations**

3.1 Speed limits are covered by legislation set out in Part VI of the Road Traffic Regulation Act 1984. Local speed limits are made by Roads Authorities, by order, under section 84 of this Act. Local authorities must ensure speed limits meet the legislative process and the requirements. In order to ensure compliance with a new lower limit, it is important the limit is signed correctly and consistently in accordance with section 85 of the Act and must comply with The Traffic Signs Regulations and General Directions 2016 (TSRGD). Any new limit should also be accompanied by publicity and, where appropriate, effective engineering changes to the road itself. Without such measures, the new limit is unlikely to achieve full compliance.

### **4.0 Policy Objectives**

4.1 The Scottish Government is responsible for determining speed limits on the trunk road and motorway network. ELC, as Roads Authority for East Lothian, is responsible for determining local speed limits on the local road network. The East Lothian road network needs to support a local transport system that promotes economic growth, is safe for all road users and improves the quality of life in our communities.

4.2 Effective speed management on the road network involves many components designed to encourage, help and require road users to adopt appropriate and safe speeds. Speed limits are a key source of information to road users and play a fundamental role in indicating the nature of, and risks posed by, a road to both motorised and non-motorised road users. Therefore, speed limits should be evidence led, self explaining and seek to reinforce peoples’ assessment of what is a safe speed at which to travel. They should also encourage self-compliance and not be seen by drivers as being a target speed at which to drive in all circumstances.

## **5.0 Underlying Principles**

5.1 The underlying principles of ELC's speed limit policy are as follows:

- ELC will consider all requests for speed reduction on its road network.
- ELC and Police Scotland will work in partnership in determining, or considering, any changes to speed limits.
- Alternative speed management options will always be considered before a new speed limit is introduced
- The underlying aim is to achieve a 'safe' distribution of speeds that reflects the function of the road and the impact on the local community. The needs of vulnerable road users will be fully taken into account
- What the road looks like to road users will be a key factor when setting a speed limit.
- Mean (average) speeds will be used to determine local speed limits.
- The minimum length of a speed limit will generally not be less than 600m to avoid too many changes of speed limit along the route.
- Speed limits will not be used to attempt to solve the problem of isolated hazards, for example a single road junction or reduced forward visibility on a bend.
- The desire to lower speed limits by residents will be acknowledged and considered, however, it is important to appreciate that a balance has to be struck between the needs of the community and the needs of motorists, particularly on those roads that are the main traffic routes in the County.

## **6.0 Enforcement**

6.1 Police Scotland is the agency responsible for the enforcement of speed limits on roads in the Council area. Enforcement can be carried out at specific locations by Police officers using hand held equipment, or along routes using in-vehicle detection equipment.

6.2 In-line with the guidance documents, 20mph speed limits and zones will be designed and introduced to be self-enforcing.

6.3 Before any new or altered speed limits are introduced, Police Scotland will be formally consulted to ensure they are supportive and agree that the proposals are valid and appropriate.

6.4 Police Scotland have confirmed any speed limits must be viable and sustainable. Any changes to speed limits must support a high level of self compliance and should not be reliant on Police enforcement.



- 6.5 It is expected that there will remain a type of driver that will continue to disregard speed limits suggested by the surrounding environment or imposed through regulation. It is expected that Police Scotland will target this group of drivers as part of their enforcement effort.

## **7.0 Speed Limits on our Roads**

### **7.1 Speed Limits on Urban Roads**

7.1.1 Urban roads by their nature are complex due to a need to satisfy a variety of functions and to provide a safe travel environment for pedestrians, cyclists and motorised traffic. The national speed limit in most urban areas is 30mph. A 40mph limit may be used where appropriate and, in exceptional circumstances, a 50 mph limit may be considered.

7.1.2 Typically, 30mph urban roads demonstrate a high degree of frontage development with pedestrian activity, driveways, junctions, traffic signals and crossings. 30mph roads generally are within town centres, precincts or residential areas and have street lighting.

7.1.3 Urban roads suitable for 40mph are generally higher quality suburban roads or those on the outskirts of urban areas where there is little frontage development. These roads should have good width and layout and wherever possible cater for the needs of non-motorised road users through segregation of road space or the provision of adequate footways and crossing points. Where such higher quality suburban roads, with little or no frontage development, pass through predominantly residential areas and there is significant vulnerable road user activity then a 30mph limit should be considered.

7.1.4 In exceptional circumstances a 50mph limit may be used on dual carriageways and higher quality roads where there is little or no roadside development and where there is also segregation of both junctions and vulnerable road user facilities.

7.1.5 20 mph limits will be covered in section 7.6 of this policy.

### **7.2 Speed limits on Rural Roads**

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

7.2.2 In accordance with the guidance set out in Circular 1/2006, the rural road network in East Lothian has been divided into upper and lower tier roads depending on function. Upper tier roads are those with a primarily through function where mobility is important, typically A and B Class roads, whilst, lower tier roads are those with a primarily local or access function, typically Class C and Unclassified roads.

7.2.3 In East Lothian the national speed limits will be the norm on rural roads. However, where accident rates exceed the thresholds specified in Circular 1/2006 lower speed limits will be considered. The accident rates for upper and lower tier roads are as follows:

- Upper Tier – threshold of 35 injury accidents per 100 million vehicle kilometres.
- Lower Tier – threshold of 60 injury accidents per 100 million vehicle kilometres.

7.2.4 The accident rate is a trigger for intervention, indicating that speed management measures may be required on a particular section of road. In accordance with the guidelines, accident remedial measures and alternative speed management options will always be considered in detail before the introduction of a lower speed limit. Circular 1/2006 states quite clearly:

*“Speed limits should not be used to attempt to solve the problem of isolated hazards, such as a single road junction or reduced visibility such as a bend”.*

For both Upper and Lower tier roads, 30 mph will be the norm in villages.

### **7.3 Village Speed Limits**

7.3.1 In order to implement the government policy that, where appropriate, 30mph speed limit should be the norm in villages it is necessary to define a ‘village’. For the purpose of this speed limit strategy, ELC will adopt the general definition from Scottish Government Circular 01/2006. This definition is based on simple criteria relating to frontage development and distance. Both upper and lower tier roads will therefore be subject to a 30 mph speed limit through a village if the following criteria are met:

- 20 or more houses (on one or both sides of the road);
- a minimum density of 3 houses every 100m; and
- a minimum length of 600m.

7.3.2 The minimum length of 600m is recommended so as to avoid too many changes of speed limit along a given road and because many drivers are unlikely to reduce their speed to a new 30mph limit if it is over a very short distance, particularly if the end of the limit can be seen from the entry point.

7.3.3 Where the development density criteria are met over a much shorter distance the 30mph limit will be imposed over the length of the development (minimum length 300m), and in this case an intermediate (buffer) speed limit of 40mph may be implemented prior to the 30mph terminal signs at the entrance to a village to ensure a minimum ‘speed restricted’ length of 600m if considered appropriate. Ideally the 30mph signs will be positioned as close as practicable to the start of visual development.

- 7.3.4 Intermediate 40mph limits may also be considered where there are outlying houses beyond the village boundary, or roads with high approach speeds.
- 7.3.5 In situations where the above criteria for a village are not strictly met, and there are just fewer than 20 houses, extra allowances can be made for buildings such as schools or churches. In order to avoid ambiguity of this definition, a minimum of 80% of the required housing (16 houses) plus significant other building(s) is necessary for a 30mph limit. Housing density in the 50% to 80% range will be considered for a 40mph speed limit.
- 7.3.6 Ideally village speed limits will be signed to a standard layout to ensure consistency across East Lothian. Signing is discussed in a later section of this policy.
- 7.3.7 The majority of 30mph limits on Class C and unclassified roads are by virtue of the presence of street lighting. Any changes to existing limits, where required, will be made by Traffic Regulation Order.

#### **7.4 Not passing through settlements**

- 7.4.1 Drivers on routes that link larger settlements will expect to be able to make progress at reasonable speeds within the national speed limits. Restrictions on speed should therefore be considered carefully, with the economic and environmental effects taken into account. In some circumstances a reduction from the national limit would be appropriate such as where the collision rate is above the average for the type of road and specific measures to address the problems cannot be identified. Such limits should be set at a level appropriate to the geometric standard of the road and so that the need for it is self-evident to motorists, or signing is used indicating that it is for accident reduction purposes.

#### **7.5 Passing through settlements**

- 7.5.1 The risk of collision increases within settlements and the selected speed limit should be appropriate to the potential dangers. Likely areas of concern within settlements will include junctions, private accesses, local facilities (shops, post office, schools, PHs, etc.), pedestrian activity (crossing the road, walking on footways, walking on the carriageways). In general, as the size of the settlement increases so too do the numbers of potential hazards. The need for a lower speed limit is therefore self-evident and reducing speed accordingly is accepted by motorists. Moving traffic, particular at higher speeds, gives rise to severance and affects the quality of life in communities. A balance has to be struck between the needs of the community and the needs of motorists, particularly where roads are the main traffic routes in the County. In order not to confront drivers with too many changes in speed limits it is suggested that they should be of at least 800m in length, with reductions to 400m as buffer zones or if the settlement is too small and provided the exit terminal signs are not visible at the entry point.

## **7.6 20mph Speed Limits**

7.6.1 20mph speed limits are set in accordance with the Good Practice Guide on 20mph Speed Restrictions, June 2016.

7.6.2 Transport Scotland produced a good practice guide on 20mph speed restrictions which was published in January 2015 and then then refreshed in June 2016. This Guide is intended for use by Scottish Local Authorities and replaces all previous guidance on 20mph issued by the Scottish Executive including SODD Circular 13/1999; 2001 SEDD Circular No.6/2001; ETLLD Circular No. 1 /2004 (relating to schools) and Section 5.1 of ETLLD Circular No.1/2006. The guidance should not be used in isolation, but read in conjunction with the more comprehensive advice on these matters set out in the relevant legislation and guidance, including the Traffic Signs Regulations and General Directions 2016 (TSRGD).

7.6.3 ELC has a number of options at its disposal when considering introducing a 20mph speed restriction, including.

### **i 20mph speed limit zones**

This is where traffic calming measures are used, such as speed humps and road narrowing, to reduce the adverse impact of motor vehicles on built up areas. The key to a successful 20mph speed limit zone is to have in place speed reducing features in sufficient numbers and of appropriate design to reduce traffic speeds without the need for enforcement. 20mph speed limit zones need to comply with the Traffic Signs Regulations and General Directions 2016 (TSRGD).

### **ii Mandatory 20mph speed limits**

This is where mandatory 20mph limits are introduced and indicated by speed limit signs only with no supporting speed reducing features. These should not be introduced on roads where there is no realistic expectation they will achieve decreases in traffic speeds. Schemes should aim for compliance with the new speed limit and speeds should be monitored after introduction, especially on streets where higher speeds might be expected.

Clearly, one of the main advantages of introducing a 20mph limit, rather than a 20mph speed limit zone, is cost. However, without additional traffic calming, it is recommended that 20mph limits should primarily be considered where existing mean speeds are no greater than 24mph.

Where mean speeds are greater than 20mph, prior to the introduction of the limit, consideration should be given to whether it is appropriate to install additional engineering features, variable message signs or traffic calming measures to support the lower limit. 20mph limits also need to comply with TSRGD requirements

### **iii Variable/Part Time 20 mph Limits**

Variable speed limits are those which lower the limit to 20mph according to the time of day as specified in the speed limit order.

20mph should be the standard speed limit in the vicinity of schools. At schools where a 20mph limit or zone is not already in place a part-time speed limit can be used. Variable speed limits need to comply with TSRGD requirements

### **iv Advisory 20 mph limits**

Advisory maximum speeds were originally designed to be used in self-enclosed residential areas with little or no through traffic. Where local authorities have a desire to reduce speeds they should now be implementing mandatory limits or speed limit zones, as appropriate, in these areas rather than advisory ones. Local authorities who have previously introduced advisory limits can still use these where they have already been implemented.

### **v 20 mph limits – TSRGD requirements**

TSRGD 2016 removes the requirement for a minimum of one repeater sign to be placed within a 20 mph limit. It is for local authorities to decide how many repeater signs are needed and where they should be placed, taking cognisance of Chapter 3 of the Traffic Signs Manual ensuring there are sufficient repeater signs placed to inform road users of the speed limit in force.

## **7.6.4 Enforcement of 20 mph speed limits**

7.6.5 Any decision to lower the speed limit to 20mph should seek to avoid the need for extensive police enforcement, as 20mph limits will not be routinely enforced, unless it is absolutely necessary and in the interest of casualty reduction. The only exception to this is the enforcement of 20mph speed limits outside schools, which should take place on a regular basis.

7.6.6 Any changes should be monitored, and where compliance levels are not at an acceptable level, consideration should be given to the addition of traffic calming measures or reverting to a 30 mph limit, if necessary.

## 8.0 Signing

8.1 The design of speed limits signs in East Lothian will be in accordance with the Traffic Signs Regulations and General Directions (2016). Where possible, the speed limit signs and town/village nameplates will be brought together at a single location, and accompanied by an appropriate carriageway roundel, forming a 'gateway' feature.

## 9.0 ELC Speed Management Strategy

9.1 The current guidance recommends a minimum length of 600m for a single speed limit, with an allowable minimum of 400m. In situations where an appropriate limit is too short (for example in villages where the development criteria is met over a shorter length) then intermediate ('buffer') limits may be provided to create an overall speed limit of 600m or more as appropriate to the circumstances.

9.2 Where there are concerns over the effectiveness of a proposed new limit, or monitoring of vehicle speeds indicates poor compliance, then the use of intermediate limits on the approaches will also be considered. This is particularly relevant on the 'A' class roads where there can be relatively high approach speeds.

9.3 If at any time, measures are deemed necessary, to improve the effectiveness of a speed limit, consideration will be given to using additional speed management measures appropriate to each individual location.

9.4 In deciding upon a speed limit within ELC the following issues will be considered:

### 9.4.1 National Speed Limit Roads (60mph)

- No facilities - shops, schools etc.
- Only limited frontage development
- Individual houses/small group(s) not exceeding 400m overall length
- Roads of suitable standard

### 9.4.2 50mph Speed Limit

- Few facilities - shops, filling station, PH, etc.
- Predominantly frontage development exceeding 400m overall length
- Limited junctions
- Limited pedestrian/cycle activity
- Limited reasons to cross the road
- Roads of suitable standard for 50mph, particularly forward visibility

#### 9.4.3 40 mph Speed Limit

- Settlement has shop(s), school(s), PH, filling station etc.
- Significant development on both sides of road, but not necessarily continuous, with some development in depth, overall frontage exceeds 400m in length
- Junctions
- Some pedestrian/cycle activity throughout the day with possible peaks associated with schools etc.
- Some provision for pedestrians/cyclists or acknowledged need and possible warning signs
- Lengths of road that more closely fit the conditions for a 50 mph limit but where the standard of road/forward visibility is more appropriate to 40 mph

#### 9.4.4 30 mph Speed Limit

- Settlement has a clearly defined core – town centre shopping area, village green, etc.
- Numerous facilities generating pedestrian/ cycle activity - schools, shops, PH, play areas, etc.
- Almost continuous frontage development exceeding 400m in length
- Significant development in depth
- Numerous junctions
- Significant pedestrian activity throughout the day with provision of footways and or crossings

#### 9.4.5 20 mph Speed Limit

- 20mph speed limits should be set in accordance with the Good Practice Guide appropriate to the area and effective

#### 9.5.6 Part-time 20 mph Speed Limits - Outside Schools

- Consideration should be given to imposing 20mph restrictions at periods of high activity to avoid motorists being unnecessarily restricted.
- such advisory speed limits would be appropriate in school zone areas in conjunction with other measures to support safety for school journeys.

9.6 The basis of the ELC Speed Management Strategy is to set appropriate and effective speed limits and achieve a reasonable level of driver compliance within those limits. Each of the two aspects are relevant in deciding what action may be needed.

9.7 Potential or proposed changes to speed limits should be based on the following assessments:

- i. What is the function of the Road corridor and the surrounding environment? A balance needs to be struck between 'movement', 'access' and 'place' functions. Where the former predominates, the economic benefits of continued progress at a reasonable speed are priorities and a higher speed limit is likely to be more appropriate. Where ease of access or a sense of place are of greater importance, quality of life and social interaction may benefit from a lower speed limit.
  - ii. Casualty numbers. Are the accident rate and/or severity pattern higher than expected?. Lower standard rural routes and mixed use urban and village streets are typical areas where this may be the case. A lower speed limit or interventions to improve existing speed limit compliance may be appropriate.
  - iii. The need to increase walking and/or cycling and whether a lower speed limit would help encourage this. Whilst likely to apply in urban areas and in the vicinity of schools this may also warrant consideration in tourism based or National Park areas.
- 9.8 The aim of all speed limits should be to achieve good compliance. Where a speed limit is set too low and is 'out of kilter' with a drivers' perceptions' of reasonable, safe speed compliance is likely to be poor. If unrealistic low speed limits are widespread, this leads to a lack of respect and poor compliance with speed limits in general.
- 9.9 However, there will also be locations where drivers' speeds are too high for the prevailing local environment and further intervention is required to achieve good compliance with the existing or a lower speed limit. In many cases the decision to introduce a new speed limit can be supported using the assessment principles above. For cases where the decision may be harder to evidence and there is strong community support to lower the speed limit even where this does not comply with the national guidance and ELCs speed limit policy and officer recommendation a report will be taken to committee for review.

## **10 Data Collection and Analysis**

- 10.1 The following is a list of data required when carrying out a speed limit assessment:
- Traffic flow data – should be Annual Average Daily Flow (AADF)
  - Traffic speed data – based on typical mean journey speeds along individual sections
  - Accident data – typically for a 5 year period (minimum 3 year), personal injury accidents are required when calculating the accident rate, but such non-injury accidents as are known may also be considered in any detailed investigation.



## APPENDIX 2

### National speed limits

| Type of vehicle  | Built up areas<br>mph(<br>km/h) | Single<br>carriageways<br>mph (km/h) | Dual<br>carriageways<br>mph (Km/h) | Motorways<br>mph (Km/h)                            |
|--|---------------------------------|--------------------------------------|------------------------------------|--|
| Cars, motorcycles, car-derived vans and dual-purpose vehicles                                  | 30 (48)                         | 60 (96)                              | 70 (112)                           | 70 (112)   |
| Cars, motorcycles, car-derived vans and dual-purpose vehicles when towing caravans or trailers | 30 (48)                         | 50 (80)                              | 60 (96)                            | 60 (96)  |
| Motor homes or motor caravans (not more than 3.05 tonnes maximum unladen weight)               | 30 (48)                         | 60 (96)                              | 70 (112)                           | 70 (112)   |
| Motor homes or motor caravans (more than 3.05 tonnes maximum unladen weight)                   | 30 (48)                         | 50 (80)                              | 60 (96)                            | 70 (112)   |
| Buses, coaches and minibuses ( not more than 12 m overall length)                              | 30 (48)                         | 50 (80)                              | 60 (96)                            | 70 (112)   |
| Buses, coaches and minibuses (more than 12 m overall length)                                   | 30 (48)                         | 50 (80)                              | 60 (96)                            | 60 (96)  |
| Good vehicles ( not more than 7.5 tonnes maximum laden weight)                                 | 30 (48)                         | 50 (80)                              | 60 (96)                            | 70 (11) 60 (96) if articulated or towing a trailer |
| Good vehicles ( more than 7.5 tonnes maximum laden weight) in England and Wales                | 30 (48)                         | 50 (80)                              | 60 (96)                            | 60 (96)  |
| Good vehicles ( more than 7.5 tonnes maximum laden weight) in Scotland                         | 30 (48)                         | 40 (64)                              | 50 (80)                            | 60 (96)  |