



# DEVELOPMENT AND INFRASTRUCTURE SERVICES

## ROAD SPEED LIMIT POLICY FRAMEWORK

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## **ARGYLL AND BUTE ROAD SPEED LIMIT POLICY**

### **1.0 SUMMARY**

- 1.1 This policy establishes a framework for Argyll and Bute Council for the selection, prioritisation and approval of speed limits.
- 1.2 The speed of vehicles can be an emotive issue for communities that often generates intense local concern and debate. This can be due to the perception of what is an appropriate safe speed which can often differ greatly between, for example; drivers, pedestrians and pedal cyclists, many of whom live and work in the community. It is important, therefore, that Argyll and Bute Council clearly sets out its policy on how it will determine 'appropriate' speed limits and ensure consistency of application, in line with current Government recommendations.
- 1.3 Sections 5 & 6 of this Policy outline the environments and road characteristics suitable for appropriate rural and urban speed limits respectively, in accordance with Scottish Executive Circular 1/2006, the Good Practice Guide on 20mph Speed Restrictions (June 2016 Version 2), Designing Streets and the Roads Development Guide. Tables 1 & 2 of this document provide a summary of the recommended policy framework for the application of speed limits on local roads in the Council area.

### **2.0 BACKGROUND**

- 2.1 The UK and Scottish Governments are committed to developing a speed management policy that will take account of the contribution of reduced speeds to road safety as well as environmental and social objectives.
- 2.2 To meet these aims and to ensure national consistency, the UK and Scottish Governments asked all Roads Authorities to review all existing speed limits on 'A' and 'B' roads by the end of 2010. Argyll and Bute Council carried out a Speed Limit Review in 2010/11 of all 'A' and "B" class roads.
- 2.3 Speed limits must be evidence-led and self-enforcing, and should reinforce road users' assessments of the appropriate speed for a given environment. Speed limits should be established in a consistent manner that reflects the expectation of all road users.
- 2.4 The national speed limits of 30 and 60mph are not always appropriate. Reasons for this may include; road safety, road function, road geometry, road alignment, the surrounding environment, development and changes that occur along a route.
- 2.5 Where a speed limit is set inappropriately, for example substantially lower than the speed that the majority of drivers would otherwise choose, evidence shows it often will not be obeyed and can result in an over-reliance on Police enforcement. The Enterprise, Transport and Lifelong Learning Department (ETLLD) No. 1/2006 and the Good Practice Guide on 20mph Speed Restrictions both propose using mean speed instead of 85<sup>th</sup> percentile data.

### 3.0 GOVERNMENT POLICY

- 3.1 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.
- 3.2 20mph speed limits should be set in accordance with the Good Practice Guide on 20mph Speed Restrictions, June 2016.
- 3.3 The objectives of Circular No. 1/2006, the Good Practice Guide on 20mph Speed Restrictions, Designing Streets and the National Roads Development Guide are;
- the setting of appropriate local speed limits, including lowering or raising limits where conditions dictate;
  - establishing local speed limits that better reflect the needs of all road users, not just drivers;
  - Designing Streets and the National Roads Development Guide aims to introduce a cultural change in urban settings that considers “place before movement” and which proposes a hierarchy in urban settings as: Pedestrians, Cyclists, Public Transport, Specialist Service Vehicles and then other motor traffic (i.e. cars);
  - improved quality of life for residents in urban and rural areas 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 different speed limits that apply and the reasons why;
  - improved respect for speed limits and in turn improved self-compliance;
  - continued reductions in the number of road traffic collisions, injuries and deaths in which excessive or inappropriate speed is a contributory factor.
- 3.4 The guidance documents should be used as the basis for future assessments of local speed limits and for developing route speed management strategies. Speed limits are only one element of speed management and local speed limits should not be set in isolation, but as part of a package of measures to manage speeds. This includes engineering measures such as traffic calming and landscaping features to raise drivers’ awareness of the environment, as well as enforcement, education, driver information, training and publicity.
- 3.5 Alternative speed management options (as described in 3.4) must always be considered before proceeding with a new speed limit.
- 3.6 The guidance allows Roads Authorities to retain the flexibility to set local speed limits that are appropriate to the individual road, while reflecting local needs and considerations. Although the national speed limit on restricted roads in urban areas is 30 mph; 40 or 50 mph speed limits can be used on

roads where the environment and characteristics permit, such as; dual carriageways, distributor roads and roads with little frontage access.

- 3.7 The guidance provides an assessment framework, developed by the Transport Research Laboratory, to help achieve an appropriate and consistent balance between safety and mobility on single carriageway rural roads. This framework adopts a rural road network hierarchy of two tiers (upper and lower) based on function that is to be used when assessing speed limits on any single carriageway rural road.
- 3.8 Local speed limits will be assessed and determined using mean traffic speeds. This is a change from the guidance given previously in Circular 1/93, which exclusively used 85th percentile speeds to determine speed limits. The 85th percentile speed refers to the speed at, or below which 85 per cent of the traffic is travelling. It is thought that the mean speed will be easier for road users to understand.
- 3.9 The aim is to achieve a distribution of speeds that reflects the function of the road and the impacts on the local community, with the posted speed limit aligned to the prevailing conditions.
- 3.10 Speed limits within the Council area need to be consistent with adjoining networks, including the Trunk Road and other Roads Authorities.

#### **4.0 ENFORCEMENT**

- 4.1 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.
- 4.2 In-line with the guidance documents, speed limits and zones will be designed to be self-enforcing.
- 4.3 Before any new or altered speed limits are introduced, Police Scotland will be formally consulted to ensure they agree that the proposals are valid.
- 4.4 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.
- 4.5 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.

#### **5.0 SPEED LIMITS ON RURAL ROADS**

##### **5.1 Rural Speed Limits**

- 5.1.1 In accordance with the recommendations set out in Circular 1/2006, 02/06 and guidance given by SCOTS (Society of Chief Officers of Transportation in Scotland); the rural road network in the Argyll and Bute Council area has been divided into a two-tier functional hierarchy of upper and lower tier roads.

- 5.1.2 The main purpose of the upper tier road network is to provide for the safe and efficient movement of long distance through traffic. These are typically 'A' and 'B' roads that link key towns and settlements and allow for easy movement around the Council area.
- 5.1.3 Lower tier roads are those with a primarily local or access function, typically 'C' and unclassified roads, but also including some 'B' roads. These roads may often cater for a variety of users, both vehicular and vulnerable groups, and quality of life issues will be important.
- 5.1.4 In the Argyll and Bute Council area, the national speed limit will remain the norm on rural roads. However, where collision rates exceed certain thresholds set in Circular 1/2006, lower speed limits will be considered together with other measures. The collision rate thresholds are;
- Upper tier - 35 injury collisions per 100million vehicle km;
  - Lower tier - 60 injury collisions per 100million vehicle km.
- 5.1.5 The collision rate is a trigger for intervention, indicating that collision reduction or speed management measures may be necessary on a particular section of road.
- 5.1.6 In accordance with Circular 1/2006, further investigation will be necessary to allow all options to be considered in detail before any proposal to lower the speed limit is pursued.
- 5.1.7 Speed limits must not be set in isolation or used to try and solve problems at particular hazards (e.g. bends, junctions, collision sites, etc.), but should rather be used as part of an overall speed management package.
- 5.1.8 It is important when implementing rural speed limits that are lower than the national speed limit on any particular road, that speed limits on adjoining roads are considered. This will avoid confusing situations where one road has a lower speed limit than an adjoining road of relatively lesser quality or importance.
- 5.1.9 30mph speed limits should be the norm in villages.
- 5.1.10 Examples of suitable roads and environments that various speed limits would be applicable are listed in Table 1.

<b>Table 1: Speed Limits in Rural Areas</b>		
<b>Speed Limit (mph)</b>	<b>Upper tier – ‘A’ &amp; ‘B’ roads with a predominant traffic flow function</b>	<b>Lower tier – ‘C’ &amp; other roads with important local access or recreational function</b>
60	Recommended for most high quality ‘A’ and ‘B’ roads with few bends, junctions or accesses	Recommended only for the best quality ‘C’ and Unclassified roads with a mixed (i.e. partial traffic flow) function with few bends, junctions or accesses.
50	May be considered for lower quality ‘A’ and ‘B’ roads that may have a relatively high number of bends, junctions or accesses.  The collision rate should be above a threshold of 35 injury collisions per 100 million vehicle km.	May be considered for lower quality ‘C’ and unclassified roads with a mixed function where there is a relatively high number of bends, junction or accesses.  The collision rate should be above a threshold of 60 injury collisions per 100 million vehicle km.
40	May be considered where there is a high number of bends, junctions or accesses, substantial development, or where the road is used by considerable numbers of vulnerable users.	May be considered for local roads with a predominantly local access or recreational function, or if it forms part of a recommended route for vulnerable road users.
30	Should be the norm in villages	

## 5.2 Village Speed Limits

5.2.1 In order to implement the Government policy that, where appropriate, 30 mph speed limit should be the norm in villages, it is necessary to define a ‘village’. For the purpose of this speed limit policy the definition from Traffic Advisory Leaflet 1/04 – “Village Speed Limits” is used. 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 per 100m; and
- a minimum length of 600m.

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

- 5.2.3 This minimum density should generally also apply for each 100m section, but particularly for the first 100 metres of the speed limit at each end of the village, to reinforce the visual message for drivers.
- 5.2.4 In situations where the criteria for a 'village' are not strictly met, and there are slightly less than 20 houses, extra allowances will be made for public amenity buildings such as schools, churches, post offices, etc. In order to avoid ambiguity, a minimum of 80% of the required housing (16 houses) plus significant other building(s) is necessary for a 30 mph limit. One public amenity building is effectively equal to 4 houses. Housing density in the 50% to 80% range will be considered for a 40 mph speed limit.
- 5.2.5 However, in the Council area there may be settlements where the development density criteria are met over a shorter distance. In these instances the 30 mph limit can be imposed over the length of the development (minimum length 400m), and in such cases an intermediate 'buffer' speed limit of 40 mph may be implemented prior to the 30 mph terminal signs at the entrances to a village to ensure a minimum 'speed restricted' length of 600m.
- 5.2.6 Intermediate 40 mph limits may also be considered where there are outlying houses beyond the village boundary, houses are set back from the road, there are junctions and/or accesses present or on roads with high approach speeds.
- 5.2.7 Where there is a lesser degree of development than described above or where engineering measures are not practicable or cost effective, but outlying properties make a reduction from the national speed limit of 60mph desirable, a 50mph speed limit can be considered.
- 5.2.8 It may be necessary 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 police. 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. In addition to engineering measures, it may also be worth using, for example, gateway type features to highlight a change in environment to road users.
- 5.2.9 Sections of road where 30mph speed limits are proposed will be monitored and should mean speeds be found to be higher than the proposed limit then further measures designed to reinforce the new speed limit, such as vehicle activated signs, would be considered.
- 5.2.10 Villages on 'C' and Unclassified roads are predominantly subject to a 30 mph speed limit by virtue of the presence of street lighting. Any changes to existing limits where required will be made by Traffic Regulation Order.
- 5.2.11 Village speed limits will be signed in accordance with The Traffic Signs Regulations and General Directions 2016 (TSRGD). Speed limit signs should be placed as near as practicable to the start of development so that drivers can easily associate housing with the lower speed limit, reinforcing the visual message that lower speeds are appropriate.



5.2.12 Start and end points of village speed limits will be assessed and agreed by the local Traffic Engineer and Police Scotland. Where possible, however, this should be at a distance no further than 20 metres from the first property in the settlement, unless a lack of visibility makes this impractical or where additional speed reducing features are to be used.

5.2.13 In most cases village boundaries will coincide with the start of lower speed limits and combination signs will be appropriate.

## 6.0 SPEED LIMITS ON URBAN ROADS

6.1 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.

6.2 Lower speeds on urban roads will generally benefit all road users; setting appropriate speed limits and zones is an important factor in urban safety management.

6.3 Examples of the characteristics of roads and environments where various urban speed limits would be applicable are listed in Table 2.

<b>Table 2: Speed Limits in Urban Areas</b>	
<b>Speed Limit (mph)</b>	<b>Road Environment Characteristics</b>
20	In town centres, residential areas and in the vicinity of schools where there is a high presence of vulnerable road users (e.g. cyclists, pedestrians, children). Refer to Section 6.4
30	The standard limit in built up areas with street lighting and development on both sides of the road.
40	Higher quality suburban roads or those on the outskirts of urban areas where there is little development. Should be few vulnerable road users.  Should have good width and layout, parking and waiting restrictions in operation, and buildings set back from the road.  Should cater for the needs of vulnerable users, wherever possible, through segregation of road space, and have adequate footways and crossing places.
50	Usually most suited to special roads, dual carriageway ring or radial routes or bypasses which have become partially built up.  Should be little or no roadside development.

## **6.4 20mph Speed Limits**

- 6.4.1 The Good Practice Guide on 20mph Speed Restrictions, June 2016, (GPG20SR) provides a new approach to the provision of 20mph speed limits and zones. In accordance with Scottish Governments commitments, the Guide aims to create streets that are safer, healthier and greener; which is in-line with the philosophy of “place before movement” detailed in Designing Streets and aims to ensure that people are prioritised over motor vehicles.
- 6.4.2 The Guide provides a framework for the reduction in speeds near schools, residential area and in other areas of our towns where there is a significant volume of pedestrian or cyclist activity.
- 6.4.3 The introduction of 20mph limits or zones may lead to a reduction in collisions, casualties and fatalities. This may also lead to an increase in active travel; which may bring about both health and environmental improvements.
- 6.4.4 There are four types of 20mph speed limit, three of which are proposed for use in this policy. These are based on the characteristics outlined in Table 2. This policy does not make provision for introducing new 20mph advisory speed limits (Twenty’s Plenty). However, existing schemes will still be left in place where previously implemented.

### **i. 20mph Zones**

- The key to a successful 20mph zone is to have in place traffic calming measures at appropriate distance and in accordance with the Roads Design Guide and the TSRGD 2016 such that the zones are self-enforcing.
- Most 20mph speed limit zones, in Scotland, have been introduced to reduce casualties within residential areas, with a particular emphasis on child pedestrian collisions around schools. The new guidance document “Good Practice Guide on 20mph Speed Restrictions” seeks to extend the use of 20mph limits ensure the safety of all vulnerable road users (for example, pedestrians, cyclists).
- Notwithstanding the extension of 20mph speed limit zones to all vulnerable users; all new residential roads within new developments shall comply with a maximum design speed of 20mph. They shall be designed to physically restrict vehicle speed in order to provide a self-enforcing speed limit.
- The Developer shall be required to meet the costs of all Traffic Regulation Orders and signage for the creation of a 20mph zone within the development.
- The layout of a 20mph speed limit zone must be approved by the local Traffic & Development Technical Officer.
- It should be noted that 20mph speed limit zones will have significantly higher costs than a 20mph speed limit.
- A 20mph zone cannot be established without appropriate traffic calming features, in accordance with the TSRGD 2016, first being in place.

### **ii. 20mph Speed Limits (Mandatory)**

- Mandatory 20mph speed limits can be established with signs only and with no supporting speed reducing features;
- While this option incurs a much smaller cost, it should only be considered where the existing mean speeds are no greater than 24mph;
- Where there is no realistic expectation the limit will achieve decreases in traffic speeds a 20mph limit should not be introduced;
- Where mean speeds are greater than 20mph, prior to the introduction of the limit, consideration should be given to the whether it is appropriate to install additional engineering features, variable message signs, speed activated signs or traffic calming measures to support the lower limit;
- Schemes should aim for compliance without the need for enforcement and, as such, speeds should be monitored after introduction of the new limit;
- Where, following a period of monitoring, it is apparent that the scheme is not self-enforcing, the installation of physical traffic calming should be considered or, alternatively, the speed limit should revert to a 30mph speed limit;
- The TSRGD 2016 removes the requirement for a minimum of one repeater sign to be placed within a 20mph speed limit. Notwithstanding this, the installation, location and number of repeater signs should be considered, taking full cognisance of Chapter 3 of the Traffic Signs Manual to ensure there is sufficient information available to inform road users of the speed limit in force,

iii. Variable/Part Time 20mph Speed Limits

- Variable speeds limits are those that vary between the existing speed limit and 20mph according to the time of day as specified in the speed limit Traffic Regulation 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 then a part-time speed limit can be used.
- Part-time 20mph speed limits are only permitted on roads adjacent to schools in Scotland, in conjunction with specially authorised signs as detailed in the TRSRG 2016. It is considered that the TRSRG 2016 offers sufficient flexibility, however, where alteration or amendments are required it is necessary to seek approval from the Scottish Ministers.
- Variable 20mph speed limits have been introduced on roads adjacent to a number of schools in the Argyll and Bute Council Area.

iv. 20mph Advisory Speed Limits (Twenty's Plenty)

- Advisory maximum speed limits were originally designed to be used in self-enclosed residential areas with little or no through traffic. It is now considered that if there is a need or desire to reduce speeds then mandatory limits or speed limit zones should be used instead.
- Previously introduced advisory limits can still be used where they have been implemented.

## 6.5 30mph Speed Limits

- 6.5.1 The national speed limit applicable in urban areas is 30mph, which represents an appropriate balance between the mobility and safety of road users, particularly the more vulnerable.
- 6.5.2 Many urban roads, particularly those in town centres, serve a mixture of shopping, commercial and residential functions. These mixed priority routes can be complex and difficult to treat while accommodating all functions and users. 20mph speed limits or zones may be most appropriate, however, 30mph speed limits may be set in conjunction with speed management measures to accommodate the safe movement of vulnerable road users.
- 6.5.3 Urban roads of particular importance, such as those that serve a strategic or distributor function will usually be subject to a 30mph speed limit, but 20mph speed limits may be appropriate in areas with particularly high levels of vulnerable road user movements.
- 6.5.4 Most 30mph speed limits on 'C' and unclassified roads exist by virtue of the presence of a street lighting system. On 'A' and 'B' roads a traffic regulation order must be in place for a 30mph speed limit to be enforceable.
- 6.5.5 The TSRGD 2016 removed the requirement for repeater signs within speed limits, however; appropriate signage should be installed as required to ensure that roads users know and are regularly reminded of the restriction in place. Where there is no system of carriageway lighting, Diagram 1065 may now be used as a repeater sign although consideration should be given to the maintenance cost of road markings against the cost of an upright sign.

## **6.6 40mph Speed Limits**

- 6.6.1 Roads suitable for 40mph are generally higher quality suburban roads or those on the outskirts of urban areas where there is little development.
- 6.6.2 They should have good width and layout; have parking and waiting restrictions in operation; and buildings set back from the road.
- 6.6.3 These roads should, wherever possible, cater for the needs of vulnerable road users through segregation of road space.
- 6.6.4 Alternatively, consideration must be given to the availability of convenient alternative routes for vulnerable users.
- 6.6.5 Any roads with a 40mph speed limit must have adequate footways and crossing provision for pedestrians, pedal cyclists and horse riders, as necessary.

## **6.7 50mph Speed Limits**

- 6.7.1 In exceptional circumstances a 50mph speed limit may also be used on higher quality roads where there is little or no roadside development, and this can be done safely.
- 6.7.2 The impact on local communities and vulnerable road users must always be assessed before considering such speed limits.

## **7.0 GATEWAYS TO TOWNS & VILLAGES**

### **7.1 Gateway features**

- 7.1.1 The purpose of a gateway is to emphasise to drivers that they are entering a town or village road environment where it is likely they will encounter vulnerable users, including pedestrians and cyclists, and encourage drivers to adopt a speed that is appropriate for the road environment and function.
- 7.1.2 If approach speeds to a village are high or the start of a village is not obvious, gateway features incorporating standard signing are an effective way to slow traffic down and alert drivers.
- 7.1.3 Gateways should not be sited where they may cause a hazard, avoiding encroachment of footway or cycle track, and should not interfere with access to frontage property. They should also be designed so as to minimise the likelihood of increasing injury in the event of a vehicle colliding with them.
- 7.1.4 Gateways need to be sited with a clear sight line, which is recommended to allow for at least the minimum stopping sight distance for the measured vehicle speeds.
- 7.1.5 Gateways may also include landscaping and artistic elements and it is therefore proposed to work closely with communities to ensure that their aspirations are met should changes be proposed.
- 7.1.6 Bespoke village signs cannot be used in combination with speed limit signs. Bespoke signs may, however, be placed on a single side of the carriageway in advance of a village boundary in addition to any standard signing or gateway feature. The design and siting of bespoke signs must be approved by a Traffic & Development Officer.

### **7.2 Buffer Speed Limits**

- 7.2.1 Current guidance recommends a minimum length of 600m for a single speed limit with an allowance to reduce this to 400m or even 300m in exceptional circumstances.
- 7.2.2 There will be situations (for example on the outskirts of towns, or at small villages with adjoining intermittent development) where the recommended minimum length of speed limit is unachievable due to low development density, but it may be desirable to include outlying properties within a reduced speed limit.
- 7.2.3 Short lengths of 40mph or 50mph speed limits may be used in these situations as an intermediate transition between sections of road where a national speed limit and a lower speed limit apply. These transitional sections are termed 'buffer' speed limits.

7.2.4 Buffer speed limits on 'C' and unclassified roads should not normally be necessary because of low traffic volumes and the localised nature of the traffic.

### **7.3 Countdown Signs**

7.3.1 Countdown signs are no longer a prescribed sign within the TSRGD 2016 and, as such, no new countdown signs will be installed.

7.3.2 As an exception to 7.3.1 above, where the main speed limit signs or village boundary signs have a severe visibility problem that cannot be easily remedied by moving the speed limit to another location, then the Council may consider installing countdown signs. This will be assessed on the merits of each individual case. If these signs are deemed absolutely necessary, they should be placed on the near-side only to limit environmental intrusion.

7.3.3 Countdown signs will be removed if they fall into a state of disrepair and shall not be replaced unless there is a need as identified within 7.3.2. Communities will be informed before any relevant countdown signs are removed.

### **8.0 TRAFFIC CALMING**

8.1.1 Traffic calming involves the installation of appropriate measures to encourage lower traffic speeds. There are many measures available to help reduce vehicle speeds and improve compliance with the speed limit in place.

8.1.2 In situations where it is desirable to have a lower speed limit but the surrounding environment does not appear compatible, some form of traffic calming or speed management measures will be required.

8.1.3 The list below includes some examples of effective traffic calming measures:

- chicanes
- road humps / speed table;
- Junction tables
- speed cushions;
- road narrowings;
- gateways;
- rumble devices;
- road markings & coloured surfacing;
- roundabouts;
- vehicle activated signs (VAS) or speed activated signs (SAS).

8.1.4 The use of traffic calming measures will be determined by local factors such as road geometry or general use (for example bus routes). Wherever possible horizontal deflection (such as chicanes) will be used rather than vertical deflection (road humps etc)

## **9.0 INTRODUCTION OF NEW SPEED LIMITS**

Any speed limit change shall be reported to the relevant Area Committee for consideration, advertised and any representation reported back to Committee for determination prior to the Order being made. Any speed limit changes requiring physical measures other than standard signing shall be reported to the Environment, Development and Infrastructure Committee for approval. The report shall detail the costs of the measures together with any ongoing maintenance implication and the funding streams for provision and maintenance.

## 10.0 BIBLIOGRAPHY

- 10.1 Scottish Executive ETLLD Circular 1/2006: Setting Local Speed Limits – Guidance for Local Authorities, August 2006.
- 10.2 Good Practice Guide on 20mph Speed Restrictions (June 2016)
- 10.3 Development Department Research Programme Research Findings No.104 '20mph Speed Reduction Initiative', 2001
- 10.4 DfT – Traffic Advisory Leaflet 01/04 Village Speed Limits
- 10.5 Cycling Action Plan for Scotland 2013
- 10.6 National Roads Development Guide
- 10.7 Designing Streets
- 10.8 DfT Circular 01/2016 – The Traffic Signs Regulations and General Directions 2016
- 10.9 DfT - Traffic Advisory Leaflet 1/03, 'Vehicle Activated Signs', March 2003
- 10.10 DfT - Traffic Advisory Leaflet 2/06, 'Speed Assessment Framework', September 2006.
- 10.11 DfT – Local Transport Note 1/07 'Traffic Calming', April 2007.
- 10.12 DfT – 'Road Safety Good Practice Guide', 2001.
- 10.13 SI 2016 No. 362 The Traffic Signs Regulations and General Directions 2016



## APPENDIX 1

### National speed limits

Type of vehicle	Built-up areas mph (km/h)	Single carriageways mph (km/h)	Dual carriageways mph (km/h)	Motorways 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)
Motorhomes or motor caravans (not more than 3.05 tonnes maximum unladen weight)	30 (48)	60 (96)	70 (112)	70 (112)
Motorhomes 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 metres overall length)	30 (48)	50 (80)	60 (96)	70 (112)
Buses, coaches and minibuses (more than 12 metres overall length)	30 (48)	50 (80)	60 (96)	60 (96)
Goods vehicles (not more than 7.5 tonnes maximum laden weight)	30 (48)	50 (80)	60 (96)	70 (112) 60 (96) if articulated or towing a trailer
Goods vehicles (more than 7.5 tonnes maximum laden weight) in England and Wales	30 (48)	50 (80)	60 (96)	60 (96)
Goods vehicles (more than 7.5 tonnes maximum laden weight) in Scotland	30 (48)	40 (64)	50 (80)	60 (96)