

Wiltshire Council

Speed Limit Review A & B Class Roads



**Summary of
Department for Transport Circular 01/06
Setting Local Speed Limits**

In August 2006 the Department for Transport issued new guidance to Highway Authorities regarding the setting of speed limits, in the form of Circular 01/06 - Setting Local Speed Limits (available online at www.dft.gov.uk).

This guidance had previously formed the basis of the former County Council's strategy relating to speed limits, and during November 2009 was formally adopted as the strategy relating to speed limits for Wiltshire Council.

Previously, the guidance made available to highway authorities meant significant variances occurred between different highway authorities when assessing the appropriate level of speed limit. The aim of this revised guidance is to provide Highway Authorities with up to date assistance relating to the setting of speed limits and consequently improve consistency to motorists.

Associated with the revised guidance, is a request to all Highway Authorities to complete an assessment of existing speed limits on A and B Class roads in line with the revised guidance and implement any amendments arising from this process by 2011.

This review has now been complete and the attached CD outlines the recommendations of the review.

Further to the information given within the presentation and to provide you with a reference source for any future queries relating to speed limits, the following document has been produced to act as a précis of Circular 01/06.

Executive Summary

Effective speed management involves many components designed to work together to encourage, help and require road users to adopt appropriate and safe speeds. Speed limits play a fundamental role. They are a key source of information to road users, particularly as an indicator of the nature and risks posed by that road to both themselves and other motorised and non-motorised road users. Speed limits should, therefore, be evidence-led, self-explaining and seek to reinforce people's assessment of what is a safe speed 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.

It was initially considered that the assessment of roads within Wiltshire would be focused on all roads classified as Group 1. These are roads within the County considered to be of strategic importance, and consist of all A and B class roads along with specific 'C' class routes. Due to time pressures to complete the review and implement recommendations, it was considered that continuing with the assessment of 'C' class routes would be detrimental to achieving implementation by 2011. Therefore, the assessment of all 'C' class roads was suspended from the process.

The assessment has resulted in 330 speed limits being assessed covering approximately 682 kilometres of public A and B class highway and has identified 116 speed limits requiring amendment; this represents approximately 35% of all the existing speed limits on A and B class roads. These recommendations not only propose reductions in speed limits but also identify that a number of existing limits are increased. The matrix below provides a numerical outline of all the changes identified from the assessment.

Existing \ Proposed	30	40	50	National Speed Limit
30	n/a	4	0	1
40	7	n/a	15	9
50	0	0	n/a	15
National Speed Limit	0	1	64	n/a

Vehicle speeds and speed limits in general are an emotive issue and it is recognised some of the recommendations are likely to be contentious. It is important to remember that the guidance produced is the culmination of technical research and analysis of existing evidence by organisations within and outside of national government. It brings together the main features of other published documents and is designed to help improve wider understanding of why and how local speed limits are determined.

Introduction

Effective speed management involves many components designed to work together to encourage, help and require road users to adopt appropriate and safe speeds. Speed limits play a fundamental role. They are a key source of information to road users, particularly as an indicator of the nature and risks posed by that road to both themselves and other motorised and non-motorised road users. Speed limits should, therefore, be evidence-led, self-explaining and seek to reinforce people's assessment of what is a safe speed 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.

The overall speed limit framework, including the setting of national limits for different road types, and which exceptions to the general limits can be applied, is the responsibility of the government. The three national speed limits are:

- The 30 mph speed limit on street lit roads (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 to all roads. The speed limit regime enables traffic authorities to 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 respective national speed limit. Local speed limits are determined by traffic authorities having regard to guidance issued by the Department for Transport (DfT). 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.

The guidance contained within DfT Circular 01/06, has been compiled with the help of a number of organisations both within and outside government. Although primarily aimed at traffic authorities responsible for setting local speed limits, it is also designed to help improve the wider understanding of why and how local speed limits are determined.

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 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.

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 legislation, including The Traffic Signs Regulations and General Directions 2002 (TSRGD 2002). Further information is also available in the Department's *A Road Safety Good Practice Guide* (DTLR, 2001).

Traffic authorities are required to keep their speed limits under review with changing circumstances. It will not be possible to implement and bring about all of the objectives set out in this guidance overnight. Traffic authorities are, however, asked to review the speed limits on all of their A and B roads, and implement any necessary changes, by 2011 in accordance with this guidance. Consistent with their duty in respect of road safety, traffic authorities will wish to focus the use of speed management measures, including more appropriate speed limits, or a combination of these methods, on those roads or routes (not just on A and B roads) with the most pressing problems of collisions and injuries, or where there is a widespread disregard for current speed limits.

Background & Objectives

New Directions in Speed Management was published in conjunction with Tomorrow's Roads – Safer for Everyone, the government's road safety strategy (DETR, 2000b), which set out a framework for delivering further improvements in road safety for all road users and the following long-term casualty reduction targets to be achieved by 2010:

- 40% reduction in the number of people killed or seriously injured
- 50% reduction in the number of children killed or seriously injured
- 10% reduction in the slight casualty rate, expressed as the number of people slightly injured per 100 million vehicle kilometres.

The road safety strategy is structured around ten main themes that reflect the needs of both motorised and non-motorised users. At its core is a major focus on three areas – driver behaviour, enforcement and a safer driving environment. This is often characterised as the 'three Es' – education, enforcement and engineering.

Speed limits are, however, only one element of speed management. Local speed limits should not be set in isolation. They should be part of a package with other measures to manage speeds which includes engineering and landscaping standards that respect the needs of all road users and raise the driver's awareness of their environment, together with education, driver information, training and publicity. Within their overall network management responsibilities, these measures should enable traffic authorities to deliver speed limits and driven speeds that are safe and appropriate for the road and its surroundings, as well as help drivers to be more readily aware of the road environment and assess their own appropriate speeds at all times.

Indeed, if a speed limit is set in isolation, or is unrealistically low, it is likely to be ineffective and lead to disrespect for the speed limit. As well as requiring significant, and avoidable, enforcement costs, this may also result in substantial numbers of drivers continuing to travel at unacceptable speeds, thus increasing the risk of collisions and injuries.

Key Objectives of the guidance include;

- 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.
- The setting of more appropriate local speed limits, including reduced or increased limits where conditions dictate.
- Local speed limits that better reflect the needs of all road users, not just motorised vehicles.

- 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 self compliance.
- Continued reductions in the number of road traffic collisions, injuries and deaths in which excessive or inappropriate speed is a contributory factor.

Underlying Principles of Speed Limits

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

A study of types of accidents, 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, or whether it needs to be changed. Concerns may also have been expressed by the local community. It may well be that a speed limit need not be changed if the accident rate can be improved or wider quality of life objectives achieved by other speed management measures. These alternative options should always be considered before proceeding with a new speed limit.

There will be roads, or stretches of road, that suffer from poor compliance with the existing speed limit. Where this happens and the speed limit is considered to be appropriate for the road, there may be a mismatch between the appearance of the road and the driver's or rider's perception of the risks of a collision. Or a lower speed limit may have been applied to reduce severance of a local community produced by fast moving traffic. If local engineering and/or education solutions have been tried and the road is either unsuitable or inappropriate for major engineering changes, some form of enforcement may be necessary. However, it is again important that traffic authorities and police forces work closely together before any remedial action is taken.

The underlying aim of speed management policies should be to achieve a 'safe' distribution of speeds that reflects the function of the road and the impacts on the local community. This should imply a mean speed appropriate to the prevailing conditions, and all vehicles moving at speeds as close to the posted speed limit as possible.

A key factor when setting a speed limit is what the road looks like to the road users, such as its geometry and adjacent land use. 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.

A principal aim in determining appropriate speed limits should, therefore, be to provide a consistent message between the road geometry and environment and for changes in speed limit to be reflective of changes in the road layout and characteristics. The following will be important factors when considering what is an appropriate speed limit:

- Road function (strategic, through traffic, local access etc.),
- Road geometry (width, sightlines, bends, junctions and accesses etc.),

- Road environment (rural, residential, shop frontages, schools etc.),
- Level of adjacent development, and
- Traffic composition (including existing and potential levels of pedestrian and cycle usage).

On rural roads there is often a difference of opinion as to what constitutes a reasonable balance between risk of an accident, travel 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. With inappropriate speed for the conditions also come costs, the greatest of which is death and injury to people, increased community severance, and environmental impacts. 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 may achieve.

For consistency it is important that, 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.

Occasionally it may be appropriate to use a short length of 40 mph or 50 mph speed limit as an intermediate 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 causes real difficulty or is likely to be less effective.

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 a bend, since speed limits are difficult to enforce over such a short length. Other measures, such as warning signs, carriageway markings, junction improvements, superelevation of bends and new or improved street lighting, are likely to be more effective. Similarly, the provision of adequate footways can be an effective means of improving pedestrian safety as an alternative to lowering a speed limit over a short distance.

The main purpose of local speed limits is to provide for situations where it is considered appropriate for drivers to adopt a speed that is different from the national speed limit. However, that limit does not imply that it is a safe speed under all conditions, and drivers should be encouraged to adopt still lower speeds if conditions warrant.

Urban Speed Management

Urban roads by their nature are complex in needing 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 encouraged to adopt the urban safety management guidelines published by the Institution of Highways and Transportation (IHT, 1990, 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.

The standard speed limit in urban areas is 30 mph, representing a balance between mobility and safety of road users, especially the more vulnerable groups. Local speed limits of 20 mph are, however, encouraged in situations where there is a particular risk to vulnerable road users. Traffic authorities can also implement 40 mph and, in exceptional circumstances, 50 mph limits on special roads and dual carriageways where the road environment and characteristics allow.

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 and a reassignment of space to the different functions, taking into account the needs of vulnerable road users.

Table 1 outlines the types of speed limit available for urban roads

Table 1: Speed limits in urban areas	
Speed limit (mph)	Characteristics
20	In town centres, residential areas and in the vicinity of schools where there is a high presence of vulnerable road users.
30	The standard limit in built-up areas with 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 wherever possible cater for the needs of non-motorised users 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.

20mph Limits and Zones

Many traffic authorities are now implementing 20 mph zones and 20 mph speed limits, and this is encouraged and supported by the Department. Traffic Advisory Leaflet 09/99 (*20 mph Speed Limits and Zones*) (DETR 1999a) gives advice on how and where to implement 20 mph speed limits and 20 mph zones. They should not be implemented on roads with a strategic function or on main traffic routes.

Successful 20 mph zones and 20 mph speed limits should be generally self-enforcing. Traffic authorities should take account of the level of police enforcement required before installing either of these measures. 20 mph speed limits are unlikely to be complied with on roads where vehicle speeds are substantially higher than this and, unless such limits are accompanied by the introduction of traffic calming measures, police forces may find it difficult to routinely enforce the 20 mph limit. Traffic authorities should therefore always consult the local police force when considering possible 20 mph limits or zones, and thereafter as part of the formal consultation process.

20 mph zones are predominantly used in urban areas – both town centres and residential areas – and in the vicinity of schools. It is generally recommended that they be imposed over an area consisting of several roads.

The purpose of this type of area-wide traffic management is to create conditions in which drivers naturally drive at around 20 mph because of the general nature of the location, or as a result of traffic calming measures being put in place.

20 mph speed limits should be used for individual roads, or for a small number of roads. Research into 20 mph speed limits carried out by TRL (Mackie, 1998) showed that, where speed limits alone were introduced, reductions of only about 2 mph in 'before' speeds were achieved. 20 mph speed limits are, therefore, only suitable in areas where vehicle speeds are already low (the Department would suggest where mean vehicle speeds are 24 mph or below), or where additional traffic calming measures are planned as part of the strategy.

A 20 mph speed limit is indicated by terminal speed limit signs, and 20 mph repeater signs are required at regular intervals along the road(s) covered by the limit.

40 and 50mph speed limits

Whilst 30 mph is the standard speed limit for urban areas, a 40 mph limit may be used where appropriate and, in exceptional circumstances, a 50 mph limit may be considered.

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. Alternatively, traffic authorities should consider whether there are convenient alternative routes available and ensure that any roads with a 40 mph limit have adequate footways and crossing places as necessary for pedestrians, cyclists and equestrians.

In exceptional circumstances a 50 mph limit may also be used on higher quality roads where there is little or no roadside development, and this can be done safely. The roads most suited to these higher urban limits are special roads or those such as primary distributors with segregated junctions and pedestrian facilities. They are usually dual carriageway ring or radial routes or bypasses which 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.

Rural Speed Management

As elsewhere, speed limits should be considered as only one part of rural safety management, and what the road looks like to the road users, the road function, traffic mix, and road and rural characteristics should be taken into account. Traffic authorities are encouraged to adopt the rural safety management guidelines published by the Institution of Highway Engineers (IHE, 1999). Building upon these, traffic authorities are encouraged to adopt a two-tier (upper and lower) hierarchical approach which differentiates between roads with a strategic or local access function. Using this approach, higher limits should be restricted to 'upper tier' or high quality strategic roads where there are few bends, junctions or accesses. Similarly, lower limits would be appropriate on 'lower tier' roads with a predominantly local, access or recreational function. They would also be appropriate where there are significant environmental considerations such as in National Parks or Areas of Outstanding Natural Beauty, or where there is a high density of bends, junctions or accesses, or the road is hilly.

In rural areas every effort should be made to achieve an appropriate balance between speeds, speed limits, road function and design, the differing needs of road users, and other characteristics. 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. The aim should be to align the local speed limit so that the original mean speed driven on the road is at or below the new posted speed limit for that road.

Widespread implementation of speed management over the whole minor rural road network could require a costly and environmentally sensitive increase in the level of signing. Traffic authorities should seek to ensure that a sensible balance is achieved.

The assessment framework differentiates between two tiers of roads based upon their traffic function:

- Upper tier – those with primarily a through function, where mobility is important, typically the A and B roads; and
- Lower tier – those with a local or access function, where quality of life benefits are important, typically the C and Unclassified roads.

Following investigations of the relationship between speed and accidents on rural single carriageway roads, TRL Report 511 (Taylor *et al.*, 2002) successfully classified rural road sections into four groups reflecting their operational characteristics. Drawing upon the accident rate information available for these groups and the minimum total cost at a particular speed, TRL Published Project Report 025 (TRL, 2004) sets the following accident thresholds for upper and lower tier roads, which reflect expected levels associated with a road carrying a given level of traffic and an appropriate balance between safety and mobility:

- Upper tier roads – 35 injury accidents per 100 million vehicle kilometres

- Lower tier roads – 60 injury accidents per 100 million vehicle kilometres.

The speed assessment framework operates on the principles that the speed limit choice should be guided by whether the accident rate on a section of road is above or below the respective 35 or 60 injury accident thresholds.

In this instance, and subject to meeting local needs and considerations, recommended speed limits for the two tiers toward which, over a period of time, traffic authorities are encouraged to move are:

Table 2: Speed limits for single carriageway roads in public areas		
Speed limit (mph)	Upper tier – roads with predominant traffic flow function	Lower tier – roads with important access and recreational function
60	<p>Recommended for most high quality strategic A and B roads with few bends, junctions or accesses.</p> <p>When the assessment framework is being used, the accident rate should be below a threshold of 35 injury accidents per 100 million vehicle kilometres with this speed limit.</p>	<p>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.</p> <p>In the longer term, these roads should be assessed against upper tier criteria.</p>
50	<p>Should be considered for lower quality A and B roads which may have a relatively high number of bends, junctions or accesses.</p> <p>When the assessment framework is being used, the accident rates should be above a threshold of 35 injury accidents per 100 million vehicle kilometres at higher speeds.</p> <p>Can also be considered where mean speeds are below 50 mph, so lower limit does not interfere with traffic flow.</p>	<p>Should be considered for lower quality C and Unclassified roads with a mixed function where there are a relatively high number of bends, junctions or accesses.</p> <p>When the assessment framework is being used, the accident rate should be below a threshold of 60 injury accidents per 100 million vehicle kilometres.</p>
40	<p>Should be considered where there is a high number of bends, junctions or accesses, substantial development, where there is a strong environmental or landscape reason, or where there are considerable numbers of vulnerable road users.</p>	<p>Should be considered for roads with a predominantly local, access or recreational function, or if it forms part of a recommended route for vulnerable road users.</p> <p>When the assessment framework is being used, the accident rate should be above a threshold of 60 injury accidents per 100 million vehicle kilometres.</p>
30	Should be the norm in villages.	

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 already be inappropriately set or too low, and an increased limit should be considered.

Traffic Advisory Leaflet 01/04 (DfT, 2004) sets out current policy on achieving lower speed limits in villages, including a broad definition of what constitutes a village. For the purpose of applying a village speed limit of 30 mph, a definition of a village can be based on the following simple criteria relating to frontage development and distance:

- 20 or more houses (on one or both sides of the road); and
- A minimum length of 600 metres.

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.

The above criteria should give an adequate visual message to drivers to reduce their speed. However, many drivers are unlikely to reduce their speed to the new 30 mph limit if it is over a very short stretch of road, particularly if the end of the limit can be seen at the entry point. It is therefore recommended that the minimum length is at least 600 metres to avoid too many changes in speed limits along a route. 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. Shorter lengths are, however, not recommended.

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.

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 50mph.

Speed Limit Review in Wiltshire

It was initially considered that the assessment of roads within Wiltshire would be focused on all roads classified as Group 1. These are roads within the County considered to be of strategic importance, and consist of all A and B class roads along with specific 'C' class routes. Due to time pressures to complete the review and implement recommendations, it was considered that continuing with the assessment of 'C' class routes would be detrimental to achieving implementation by 2011. Therefore, the assessment of all 'C' class roads was suspended from the process.

A system which classifies routes into categories, depending upon their particular purpose has been developed for the national highway network. Routes which are considered to be of strategic national importance (i.e. Motorways and Trunk Roads) are the responsibility of the Highways Agency and are not subject to this particular assessment. This review relates to those roads within the county considered to be of local importance (i.e. primarily a route with a through function) and hence they are attributed 'Upper Tier' status, in accordance with Circular 01/06.

All the existing locations in which a speed limit of 30 mph or less is currently operating have been excluded from the assessment process, as these locations are considered to already have the lowest speed limit level applicable. Any route on which a lower speed limit is considered to be required must be assessed separately against the guidance on 20 mph Speed Limits and Zones (Traffic Advisory Leaflet 9/99).

The assessment has resulted in 330 speed limits being assessed covering approximately 682 kilometres of public A and B class highway and has identified 116 speed limits requiring amendment; this represents approximately 35% of all the existing speed limits on A and B class roads. These recommendations not only propose reductions in speed limits but also identify that a number of existing limits are increased. The matrix below provides a numerical outline of all the changes identified from the assessment.

Existing \ Proposed	Proposed			National Speed Limit
	30	40	50	
30	n/a	4	0	1
40	7	n/a	15	9
50	0	0	n/a	15
National Speed Limit	0	1	64	n/a

The police have been consulted on the proposed changes to ensure they will be able to continue enforcing speed limits effectively and a small number of changes have been made as a result.

As outlined in the key objectives, this exercise is intended to improve the consistency of speed limits across the highway network. To achieve this, it has been necessary to discuss the recommendations for those roads which adjoin neighbouring local authorities with their relevant highways department. This has been undertaken with a reasonable level of success. A number of neighbouring Highway Authorities have indicated that they are not sufficiently advanced to reach a comprehensive agreement with the recommendations of the review within Wiltshire.

Vehicle speeds and speed limits in general are an emotive issue and it is recognised some of the recommendations are likely to be contentious. It is important to remember that the guidance produced is the culmination of technical research and analysis of existing evidence by organisations within and outside of national government. It brings together the main features of other published documents and is designed to help improve wider understanding of why and how local speed limits are determined.

Recent changes to a number of village speed limits suggest the cost per change is typically around £5,750. To undertake all the recommendations identified as a result of the assessment, a financial commitment in the region of £670,000 is required.

Of the 116 recommended changes, 5 have been identified at locations which require the introduction of further measures to assist with achieving a reduction in vehicle speeds, ensuring self compliance. Based upon previous experience, a financial commitment of £60,000 per site can be considered as a budget estimate of the costs associated with design, consultation and implementation. To implement measures at these locations, a financial commitment in the region of £300,000 is likely to be required.

For the locations where it has been identified that additional measures may be required to encourage vehicle speeds consistent with the recommendation. It would be prudent to start the development of the schemes at the earliest opportunity due to the timescale that can be associated with the implementation of schemes of this nature

A detailed programme for the implementation of the recommendations has yet to be developed. However, as one of the factors associated with the assessment criteria relates to the collision rates. It is considered that priority for implementation should be given to those sites where the collision rate is greatest.

Whilst a commitment remains to review the remaining 'C' and unclassified roads, the total length of these roads is over three times that of the A and B class roads combined. Further investigation must be undertaken to develop a robust and resource efficient procedure, which will ensure the remaining lengths of unclassified highway are assessed comprehensively without imposing an undue demand on resources. Whilst this could be an ongoing process during the implementation of the changes associated to the A and B class roads it is considered existing resources should be prioritised to these particular tasks. Hence the focus on the unclassified

roads should be delayed until all changes have been made on the A and B class roads.