

APPENDIX 4

GUIDANCE ON MANDATORY AND ADVISORY SPEED LIMITS

1.0 20 MPH Zones

- 1.1 This guidance on the introduction of 20mph zones (mandatory limits) has not changed in that speed reducing features are still necessary to make the scheme self enforcing. These speed reducing features must comply with legislation and specifications for traffic calming features.
- 1.2 The establishment of the zone should be consistent with the authority's road safety objectives as set out in its Road Safety Plan.
- 1.3 The installation of engineering measures such as traffic calming will have reduced average speeds to the order of 20mph or less.
- 1.4 20mph zones are unlikely to be appropriate on the approaches to fire or ambulance stations or hospitals, where the casualty reductions to be expected from lower speed may be outweighed by the delay of emergency service vehicles.
- 1.5 Entrances to 20mph zones should normally be at junctions and designed in such a way as to give the appearance of passing through a gateway to a more restricted area.
- 1.6 The engineering measures used should be of standard design and will not create hazards for cyclists and pedestrians, particularly those people with visual or mobility impairment.
- 1.7 Consultation will follow normal statutory requirements for the promotion of speed limit traffic regulation orders, which includes the police and other emergency services as well as road user representative bodies. It is vital when promoting such orders to give full weight of the view expressed by the police regarding enforcement. There are also statutory consultation requirements for the promotion of associated traffic calming measures. Both legislative procedures enable residents, members of the public, local community councils and other bodies as may be affected, the opportunity for comment and final assessment.