

## **SPEED LIMIT REVIEW: GENERAL INFORMATION ON PROPOSED SPEED LIMITS**

**Proposed speed limits in Buckinghamshire** are developed in line with the Department for Transport's recent guidance in its document DfT Circular 01/2006 'Setting Local Speed Limits' .

**The general principles used are as follows:-**

### **In URBAN AREAS:**

30 mph speed limits are the norm, with 40 mph limits on urban fringes or on higher quality suburban roads

### **In RURAL AREAS:**

a) Where there is a defined '**VILLAGE**' community, (i.e. if it has 20 or more houses of a specific density within a minimum length of 600 metres ), this will be given a **30** mph speed limit

b) For a **LESS BUILT UP COMMUNITY**, such as a hamlet, or more scattered housing , limits of **40 or 50mph** can be considered ( taking into account current traffic speeds ) .

**In some circumstances, speed limits have been extended beyond the main part of a community**, where this is thought to be seen as more logical by most road users than retaining/providing a different speed limit- or for specific local reasons.

c) On the more '**OPEN ROAD**':

Speed limits have been assessed by taking into account various factors including:-

- Whether the road is '**Upper tier**' ( primarily with a through traffic function eg A/B roads) or '**Lower tier**' ( primarily a local or access function eg C & unclassified roads)

-**the crash rate per 100 million vehicle kilometres** ( 100mvkm) ( which measures the number of crashes compared to the amount of traffic using the road) .

For an upper tier road, a speed limit may be considered if the crash rate is higher than 35 per 100mvkm.

For a lower tier road, the threshold is 60.

( the circumstances of crashes are analysed, not just the numbers, in deciding whether a lower speed limit may be beneficial )

- the number of **bends, junctions or accesses**,

- the **mix of road users**,( motor vehicle drivers/riders,horse-riders, cyclists,pedestrians )

-the **general characteristics** of the road and the environment/landscape

### **National speed limit**

**Where existing traffic speeds and crash data indicate that the characteristics of the road already keep speeds to an acceptable level, the National speed limit is usually**

**retained.** This is especially relevant on minor rural lanes with less than 500 vehicles per day. To put lower speed limits on such roads would mean that repeater signs would have to be provided along their length. Such signing is considered by many people to be unnecessary, a waste of limited resources and environmentally intrusive (It can also be extremely difficult/impossible to identify locations where signs can be installed on such lanes).

It is **not** intended to provide lower speed limits for all roads.

**NB Where a lower limit is put onto a road, if the adjacent road length(s) stays at National speed limit, then National speed limit signs will need to be put up at the point(s) where the new lower limit ends.**

### **SOME ABBREVIATIONS & TERMS USED:**

**pia: personal injury accident** (a crash resulting in injuries & therefore held on the police road accident database.)

**85th %ile speed: the speed exceeded by 15% of drivers** (85% of drivers travelled at or below the 85th %ile speed)

**NSL: National speed limit** (i.e. for cars/ motorcycles: 60mph on single carriageway roads; 70mph on dual carriageways/motorways)

**vpd: vehicles per day** (this data usually refers to the total number of vehicles using the road, on a weekday, between 7am & 7pm.)