Appendix A
HT/40/06

Essex County Council

Speed Management Strategy and Policies for Essex
The Strategy

Speed Management Strategy Introduction

One of our main aims is to get Essex moving. The Speed Management Strategy is central to ensuring that this happens. We aim to provide a clear and understandable speed management system that gives priority to the movement of traffic on the County Routes, but also supports the needs of local communities and non-motorised road users on the Local Roads (for definition see page 5).

Road congestion, particularly on the County Routes, can have substantial costs for local businesses, as well as making reliable delivery and distribution timetabling difficult. This Speed Management Strategy will put the safe and efficient movement of people and goods around the County Routes in Essex as a priority. In practice, this means that where choices have to be made on roads forming the County Routes, the efficient movement of motorised vehicles will be maintained. However, safety for non-motorised users will not be compromised.

There is high public demand for lower speed limits in urban areas and villages to make communities feel safer. In rural areas particularly, people want to be able to cycle, walk and ride without worrying about the speed of motorised vehicles.

This strategy delivers initiatives, in line with our Corporate Plan, to strengthen the role communities can play in choosing, controlling and participating in speed management.

Essex County Council, as the local Traffic Authority, has the power under the Road Traffic Regulation Act 1984 to make local speed limits. However, only Essex Police has authority to enforce speed limits. If effective casualty reduction and speed management are to be achieved, a co-ordinated County Council and Police approach is needed.

Our partnership approach to enforcement activities is described in the following strategy, along with our partnership approach to delivery of targeted publicity campaigns and community initiatives such as Speed Indicator Devices (SIDs) and Community Speedwatch. These partnerships deliver an improved speed management service and value for money.
Through the Speed Management Strategy and Policies Essex County Council aims to achieve clear, consistent signing of appropriate speed limits that enable drivers to understand the reasons for the applied limit. Essex Police will continue to provide both proactive and reactive enforcement to reduce speed related injury accidents and the partnership, under the direction of the Casualty Reduction Board, will pursue the provision of additional enforcement for communities. Overall, we hope the Speed Management Strategy and Policies will create a better quality of life for Essex residents and reduce the number of people killed or seriously injured through speeding on our county’s roads.


The purpose of the Speed Management Policies section is twofold:

- to reinforce a county-wide approach to speed management, providing engineers with best practice and clear guidance on what may be implemented in their areas to reduce speed, and
- to enable engineers to achieve clear and consistent signing of speed limits and to enable motorists to understand the reasons for their introduction.
The Strategy

The Strategy Objectives

The Strategy Objectives have been designed to take into account the four key priorities of the Essex Corporate Plan 2006-2009:

- Ensuring service improvement
- Strengthening community leadership
- Enhancing Essex’s reputation
- Guaranteeing value for money.

The Objectives of this Strategy are:

1. To facilitate the efficient and safe movement of people and goods whilst protecting or enhancing the quality of life within communities.
2. To promote the appropriate use of the different types of road and environment.
3. To achieve a consistent approach to implementing speed limits based on the function of the route and to provide the best environment for enforcement, thereby making the roads safer for everyone.

The Traffic Management Strategy adopted by the County Council in 2005 identified and defined a Functional Route Hierarchy divided into County Routes and Local Roads.

The County Routes provide the main traffic distribution function in any area and give priority to motorised road users. The Traffic Management Strategy splits County Routes into Priority 1 and Priority 2.

Priority 1 County Routes may be inter-urban or connecting routes, radial feeder or town centre access routes. What is important is the need to maintain free flowing traffic movement on them due to the function they perform within the network. Priority 2 County Routes are all those County Routes which do not fall into the Priority 1 category.
The Traffic Management Strategy defines Local Roads as being all non-County Routes, further subdividing into developed (generally residential) roads and rural (unclassified routes linking developed areas) roads.

Local roads support a different balance of motorised and non-motorised road users. Account must be taken of the differences in form and function of local urban roads and local rural roads.

Where the term ‘urban’ is used in this document it refers to the built-up, usually residential, area. It may relate to roads in towns or in villages and does not necessarily relate to the existence of a 30mph speed limit.
The Strategy

The Strategy Objectives

OBJECTIVE 1: To facilitate the efficient and safe movement of people and goods whilst protecting or enhancing the quality of life within communities.

Action Plan – Enforcement
• We will continue to work closely with Essex Police and Magistrates’ courts and our other partners to provide a strong and effective speed enforcement regime.
• We will review the enforcement strategy of the partnership on an annual basis to facilitate the optimum deployment of cameras.
• We will monitor the effect of camera enforcement on speed related injury accidents on an annual basis to assess their contribution in achieving the Government’s overall accident reduction.

Action Plan – Improve journey times and safety on County Routes
• Having adopted a Functional Route Hierarchy, we will monitor speeds, accidents and journey times on selected County Routes and take steps to reduce congestion and improve safety.

Action Plan – Support partnership working
• We will continue to support appropriate national and local campaigns to increase awareness of speed related issues.
• We will actively promote the regional ‘Commitment’ campaign, which asks individuals, parishes and other organisations to make a pledge to respect speed limits.
• We will continue to develop the theme of speed and its relationship with accidents in the educational work done with schools, for young drivers and with those who influence them.

OBJECTIVE 2: To promote the appropriate use of the different types of road and environment.

Action Plan – Working in Partnership with Essex Police
• We will continue to work with Essex Police and the other partners within the Essex Casualty Reduction partnership to provide a managed enforcement strategy at community sites where speeding is a problem.
• We will provide Speed Awareness courses on behalf of Essex Police, for those speeding offenders who have been detected at the lower threshold as an alternative to prosecution.

Action Plan – support the introduction of Home Zones and Quiet Lanes in appropriate areas.
• Based on investigation and consultations with the local community we will designate and implement two pilot quiet lane schemes in Essex.
• We will develop an implementation strategy based on Essex Pilot Quiet Lane Schemes and guidance received from Central Government.
• We will work in partnership with districts and parishes to identify and investigate new quiet lane schemes.
• We will identify the quiet lane network to extend and link individual lengths of public rights of way based on studies and consultation with the parishes.
• We will develop and implement schemes as funding permits.
• We will monitor and evaluate Quiet Lane schemes on a yearly basis.
• We will promote / advertise the Quiet Lane sign to promote understanding to the general public and encourage the incorporation of the sign into ‘The Highway Code’.

Action Plan – Develop and Sign Large Goods Vehicle (LGV) Routes
• We aim to keep LGVs on Priority 1 County Routes for the majority of their journey.
• We aim to provide clear, accurate and consistent signing for LGVs along these routes.
• We will support LGV routes by introducing Traffic Regulation Orders as necessary to protect local communities.

OBJECTIVE 3: To achieve a consistent approach to implementing speed limits based on the function of the route.

Action Plan – Speed Limit Review
• We will map the existing speed limits on County Routes as identified in the Traffic Management Strategy and undertake a countywide review in line with new national guidelines and this strategy.
• We will discuss the recommendations for change with any affected community and local councillors prior to full public consultation.
• We will implement Speed Limit Orders as required.
The Partnerships

Introduction

There are a number of campaigns and education initiatives led by Essex County Council’s Road Safety Team and supported by Highways Engineers and Essex Police. These aim to reinforce the message that speeding and inconsiderate use of the road or behaviour towards other road users is not acceptable. Essex County Council also works in close partnership with other bodies to deliver the speed management message.

The Speed Enforcement Partnership

The Essex Casualty Reduction Board comprises the following partnership members:
• Essex County Council
• Essex Police
• Highways Agency
• Essex Fire and Rescue
• Essex Ambulance Service
• Essex Magistrates’ Courts Committee

This board will oversee the work of the partnership, which includes Southend Borough and Thurrock Councils, to achieve the targets for killed and seriously injured casualties (KSIs), and will direct the deployment of mobile and static cameras to maximise their effect on casualty and speed reduction.

There are currently around 122 fixed camera sites (96 fixed and 26 red light sites) and 160 mobile sites in the partnership area. This does not include cameras used for safety through roadworks on motorways and trunk roads.

Both the Essex Police Crime and Disorder audits and the County Council’s consultation on the draft Speed Management Strategy identified that the people of Essex see speed as a major issue and would like to see more enforcement, even where there is no injury accident record.

In addition to the work within the partnership, Essex Police Road Policing Units proactively target areas where there is a record of fatal or serious injury accidents.
associated with a speeding problem. In particular, routes identified under the County Council’s Accident Reduction Programme are targeted for enforcement. Where there is no such record, Essex Police identifies potential areas where speeding or injury accidents could occur, for example on new roads.

Different types of road user, identified as being at risk, are also targeted for enforcement at locations where speeding is leading to injury accidents. Mobile cameras are used, outside the partnership scheme, for such enforcement. Even though these are outside the scheme, the accident and speed criteria used are similar.

Essex Police is also taking a proactive approach, to provide public reassurance where speeding occurs in villages or urban areas which do not meet the camera enforcement criteria and where there may be no record of injury accidents. Essex County Council has provided a number of Speed Indicator Devices (SIDs) to Essex Police for use by the Mobile Police Stations operating in rural communities. Essex Police has also introduced the Community Speedwatch initiative to encourage community involvement in speed management.

To provide enforcement where speed is causing environmental or social disadvantage, the County Council and Essex Police will, through the Casualty Reduction Board, examine the possibility of providing additional enforcement. This will be organised and operated through the partnership, but will be funded outside the partnership scheme. Speed data collected by Essex Police and Essex County Council will be used to monitor the effectiveness of this Strategy.

Speed data collected by Essex Police and Essex County Council will be used to monitor the effectiveness of this Strategy.

The Casualty Reduction Board will continue to maintain public acceptability of safety cameras and operate them in the best interests of safety. Public Attitude surveys taken each year are available on the web site www.essexsafetycameras.co.uk under the public opinion section.
The Campaigns

Community Speed Reduction Schemes

Make The Commitment

Background

‘Make the Commitment’ is a community focused anti-speeding campaign led by Essex County Council’s Road Safety Team and supported by Highways Engineers and Essex Police.

The campaign asks motorists or passengers to make a personal written commitment to drive or encourage others to drive at an appropriate speed for the environment and road conditions and always within the legal speed limit.

‘Make the Commitment’ is part of the long-term campaign to make speeding socially unacceptable.

Inappropriate speed and misjudgement of speed is a factor in 43% of crashes. A high proportion of these would be avoided if vehicles were driven at safer speeds whereby they could be controlled or stopped safely. In order to drive at a safer speed, drivers must be aware of the environment and road conditions and consequently drive at a speed that is appropriate to these, which may be well below the posted speed limit.

Campaign

Essex County Council is encouraging businesses to promote ‘Make the Commitment’ to their employees. Town and Parish Councils and other influential community groups, e.g. neighbourhood watch, can also encourage local residents to sign up. The campaign requests organisers to persuade motorists and passengers to complete and sign a
Commitment Form, which is then returned to the Road Safety Team. With the individual’s consent, the information is entered onto a secure database to be used to send campaign reminders exclusive to participants in the ‘Make the Commitment’ initiative.

**Community Speedwatch**

*Background*

Community Speedwatch is a traffic monitoring scheme that is co-ordinated by Essex Police but managed and run by volunteers in the community. The aim is to address the problem of real or perceived speeding in partnership with the community in order to reduce the number of injuries from road traffic collisions.

*Criteria*

- Speed surveys have shown that vehicles consistently break the legal speed limit
- There has been one or more recorded injury collision within the last 12 months
- At least 60% of residents have signed up to Essex County Council’s Commitment to driving within the speed limit
- The location or village is not part of existing enforcement by the Essex Safety Camera Partnership

*Operation*

Monitoring of speeds will be undertaken by pairs of volunteers in reflective ‘Community Speedwatch’ jackets supported by advance warning signs. Their operational logs will be forwarded to the Essex Police Mobile Support Division.

First–time offenders will be sent warning letters by the police. Second and subsequent offences will lead to Police action.

*Aims*

As well as increasing community confidence, the Community Speedwatch initiative hopes to reduce the number of speed related offences within the monitoring areas within 12 months.
The Campaigns

Speed Awareness Training

Pass Plus
Statistics show that new drivers are more likely to have an accident in the first two years of passing their test than at any other time in their driving career. The Driving Standards Agency (DSA) designed a course for newly qualified drivers based on practical driving skills to allow them to gain valuable driving experience and reduce the risk of being involved in a traffic accident. Successful students save money on their car insurance premiums.

Driver Improvement Scheme
As a National Driver Improvement Scheme provider, Essex County Council is providing an educational alternative to prosecution for careless and inconsiderate drivers that have been referred through the criminal justice system. Offending drivers are offered an opportunity to pay for a 1 ½ day course including theory and on-road training as an alternative to paying their court costs and incurring points on their licence. The course is more constructive than court proceedings and aims to benefit the drivers in a positive way by improving both their skills and attitude.

The scheme was launched in Essex on April 4th 2002 and has subsequently delivered this training to an average of 767 drivers per year. However numbers are increasing and in the future we expect to re-educate well over 1000 drivers and riders each year on this course. Drivers’ details are held on a national register and they are not offered the opportunity to attend another course within three years.

Speed Awareness Courses
Launched in Essex in October 2006, Essex Police and Essex County Council offer this course to educate drivers and riders detected of speeding, about the dangers of using excessive or inappropriate speed. The course lasts 3 hours and is entirely classroom based. Provided that the course is successfully completed the offending driver will be exempt from points on their licence and payment of a fine to the courts, however they will be required to pay the course fee.
Local and National Campaigns

For My Girlfriend
This campaign confronts young male drivers with the appalling prospect of killing their girlfriend while they are driving too fast. The campaign targets males because more young females die as passengers than as drivers – often while being driven by their boyfriend. The materials are distributed on and around Valentines Day and target 17 – 25 year old drivers. They carry strong graphics together with the message: ‘I'm sorry, I didn't mean to kill you, I was driving too fast’.

Young driver research conducted in 2000 confirmed that young drivers – especially young males – find it almost impossible to imagine killing or injuring themselves in a road accident. The study also revealed that the outcome they dread most is killing or maiming someone they are close to – possibly a girlfriend or best mate – who is travelling in a car driven by them. This outcome is considered worse than killing or injuring a pedestrian (even a child) or an unknown third party. The campaign plays on this emotional vulnerability in a bid to make young drivers think about this awful prospect.

The campaign received a Prince Michael International Road Safety Award in 2004.

Shoot the Juice to me Bruce
This campaign is based on the quirky 1970s song *Transfusion* by Nervous Norvus and targets young drivers. Speed is a factor in approximately a third of all accidents, and speed and inexperience is a particularly lethal combination. The materials comprise a 'catchy' radio commercial and two posters for display in washrooms in pubs, clubs and bars across Essex. A credit card sized DVD has been produced which includes scenes of a crash reconstruction, photos of serious car crashes involving young people in Essex, and interviews with the emergency services and victims.
The DVD is also designed to help educational establishments provoke discussion among students about road safety and speed. Essex Road Policing Units will be handing the DVD to young drivers they stop during the course of the campaign.

**Speed Kills road side posters**

‘Speed Kills’ signs were made available for display at the road side throughout Essex in 1996 as part of a national campaign promoted by Essex County Council on the basis that they would be rotated around parishes every month as temporary posters. These are still in use by some parishes.

**Driving Standards Code of Practice**

The County Council has a moral as well as a legal duty to manage its employees’ risk on the road in the same way as any other health and safety issue. It has a commitment to do all that is reasonably practicable to ensure high standards of health, safety and welfare for all employees using vehicles as part of their work. The code of practice promotes a positive safety culture throughout the organisation and sets out our expectations for standards of driving whilst on County Council business. These standards also provide a guide for safe and responsible driving at all times.

**Occupational Road Risk**

Between 800 and 1000 road deaths per year result from accidents in vehicles being driven for work purposes. In Essex, the direct cost of road accidents to businesses is a staggering £30 million plus. The indirect costs are estimated to be up to 30 times this amount.

Essex County Council arranges Managing Occupational Road Risk seminars which are designed to address the legal, financial and operational implications around the vehicles, the drivers and the managers of a business fleet. The seminar is offered free of charge to businesses based in Essex.
The Policies

Introduction
This review of the Speed Management Strategy for Essex builds on the approach to route management outlined in the Traffic Management Strategy adopted by the County Council in March 2005. The County Council has identified and defined a Functional Route Hierarchy, divided into County Routes and Local Roads.

On County Routes, priority is to be given to motorised road users, whereas the Local Roads will balance the needs of motorised and non-motorised road users. When implementing measures, account will be taken of the differences in form and function of local urban roads and local rural roads.

Approach
The Speed Management Policies for Essex is expected to contribute to the achievement of a network which is clear, consistent and understandable to all road users so that the road network can be used in a way that is appropriate and considerate to all.

The Speed Management Policies will also contribute to ensuring that motorised vehicles on the Priority 1 County Route Network are not unnecessarily restricted or unduly delayed and that the needs of other road users, residents and the environment are also accommodated.

Review
There may be a need to periodically review the policies outlined in this document as new legislation is confirmed by Central Government.
The Policies

Speed Limit Review

Circular Roads 01/ 2006 published by the Department for Transport requires every Local Highway Authority to review the existing speed limits on all ‘A’ and ‘B’ routes in terms of their suitability for the primary function of the road by 2011.

In order to maintain a consistent approach following the definition of a Functional Route Hierarchy, the County Council has chosen to review the existing speed limits in place on Priority 1 and Priority 2 County Roads.

The purpose of the review is to examine the existing Speed Limit Orders and Restricted Roads in Essex and bring them into line with this policy document. Speed limits must be implemented across the county in a consistent way and appear sensible to drivers encountering them if they are to be complied with.

In order to operate successfully, speed limits should reinforce the road user’s assessment of a safe speed of travel. They should not be perceived by drivers as a target.

When exceptions are made and drivers encounter an unexpectedly low limit which seems to them to be unsuitable, research has shown that the majority of drivers are unlikely to comply with it. In Essex, such limits will only be implemented where justified by accident or speed data and will be supported by measures to encourage compliance.

It is important to note that the purpose of the review is not to reduce all speed limits. The review may find that some limits are set too low or are completely inappropriate for the primary purpose of the road. Using the criteria for implementing new speed limits described in the sections below, the review will determine which existing limits should be altered or removed in the interests of all road users.

Process

Stage 1 – Identification

The routes subject to the review will be identified by a central team as part of the Local Transport Plan process. The central team will oversee the plotting of the existing speed
restrictions using digital mapping software. The central team will then compare the existing restrictions with the criteria outlined within this document.

Stage 2 – Overview

Current speed and accident data will be gathered for those restrictions which have been identified as not meeting national criteria. A document detailing the speed limits that do not fall within current policy will then be passed to the Area Highway Office for local consultation.

Stage 3 - Consultation

The Area Highway Office will carry out local consultation on the proposed alterations, starting with discussions with affected parish and town councils, District and local County Councillors. Each district management team will then supply the central team with a report on a Cabinet Member’s Action form, detailing the changes that are to be advertised and a statement of local needs to justify the continuation of non-policy limits.
Stage 4 – Advertisement and sealing of new Orders

The changed limits will be advertised in accordance with normal procedures.
## DRAFT SPEED LIMIT REVIEW PROGRAMMES

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Table 3 – Maldon to Uttlesford

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The Policies

Speed Limits and Zones

New Speed Restrictions

Before any new speed restriction is implemented, speed and volume surveys must be carried out to determine the traffic levels and speed in the affected area, and 5 year accident statistics must be obtained to ascertain the role played by speed in any incidents. The Parish (or Town) Council must be consulted to determine the most appropriate survey area.

### SOURCE OF CRITERIA FOR DETERMINING NEW SPEED RESTRICTIONS

<table>
<thead>
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<th>Local Rural</th>
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### Determining Average Speed

Following the publication of the Department for Transport's Circular Roads 01/2006, mean speed data must be used as the basis for determining local speed limits. This is a change from the directive for the use of 85th percentile speeds in the Department for Transport's Circular Roads 01/93. The use of mean speeds is underpinned by extensive research demonstrating the well proven relationship between speed and accident frequency and severity. Mean speeds also reflect what the majority of drivers perceive as an appropriate speed to be driven for the road, and are felt to be easier for road users themselves to understand. The Department for Transport's advice is that:

"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."\(^1\)

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\(^1\) DfT Circular 01/2006, Page 11
For most roads there is a consistent relationship between mean speed and 85th percentile speed. Where there is not, it may indicate that drivers have difficulty in deciding the appropriate speed for the road, and a better match between road design and speed limit is required; or it may be that targeted enforcement of the existing speed limit will close the gap. The 85th percentile speed will still be examined in each case and where necessary additional measures will be considered to reduce the difference between mean and 85th percentile speeds.

**Length of Restriction**

Ideally, the minimum length of a speed limit should be **no less** than 600 metres to avoid too many changes of speed limit along a route, **except** where specified elsewhere in this document.

The length chosen for a limit will depend on the limit applied and also on the conditions at or beyond the end points. The terminal points of speed limits **must** take account of local circumstances, such as steep gradients, sharp bends, hump-backed bridges or other hazards, to obtain good visibility of the signs. Similarly, an extension may be required to provide good visibility of the speed limit signs. A limit may also need to be extended to cover any new access to an industrial or residential estate. However, the most important consideration is that drivers are able to make the connection between the speed limit sign and the reason for the limit.

**Site Visit**

The site **must** be visited and the existing layout examined. Careful attention should be paid to the following points:

*The status of the road within the Traffic Management Route Network*

Ideally, drivers on County Routes should not be restricted unnecessarily and speeds on Local Roads should take into account the higher level of non-motorised use. Speed limits **must** be set to reflect the primary function of the route.

*The composition of traffic carried on the road.*
Consideration needs to be given to the current and future levels of both motorised and non-motorised road users, and to the possible effect of any planned changes to the network in the area.

**The level of development adjacent to the proposed restriction**
Where a low speed limit is implemented, drivers will expect to see road-side development and community activity. If hazards or traffic generators such as schools, industrial areas or shopping areas are not immediately apparent to the driver, the need for the speed limit will not be understood by the driver.

**The need for other measures to support the speed limit**
In order to support the needs of residential communities, more in-depth traffic management may be required in built-up areas, whether urban or rural. While local residents often request low speed restrictions, it is not always possible to implement them due to the primary function of the route. Imposing a low restriction without other engineering measures on a high speed route will not necessarily bring speeds down to the restriction level.

The introduction of a new speed limit **must not** be used to solve the problem of isolated hazards, such as a single road junction or reduced forward visibility at a bend.

Actions which should be considered before a new speed limit is proposed are:

- requesting increased enforcement of an existing speed limit
- reviewing the appropriateness of existing road signs and removing or redesigning signs where necessary
- requesting maintenance work or replacement signs and street furniture to ensure road signs are clean and clearly visible

or

- introducing advisory speed limit signs where permitted on features requiring extra caution, such as sharp bends, where they are at isolated locations or just outside the speed limit envelope.

Other than 20mph restrictions or 20mph zones, which are discussed later in this document, any speed limits below 30 mph **must** have individual consent from the Secretary of State.
The use of countdown markers on the approach to a reduced speed limit must be approved by the Department for Transport. The Department for Transport will not consider approval unless:

- evidence (including photographic evidence) is provided of insurmountable visibility problems at the site
- evidence is provided of other steps taken to make existing signs more visible - the removal of vegetation, repositioning the terminal signs etc
- evidence is supplied showing that the use of countdown markers is supported by the police.

**AR2010 Identified Accident Remedial Sites**

AR 2010 is Essex County Council’s accident reduction programme. Where a pattern of speed related accidents has been identified, Essex County Council’s Road Safety engineers may decide that the most suitable remedial measure is a reduction in the speed limit.

The Road Safety engineers may reduce the speed limit independently of the criteria outlined in this policy under the following conditions:

- the site must meet minimum length requirements for speed limits as outlined by the DfT
- the proposal has the support of Essex police
- an Information Board must be installed to explain the speed limit to road users
- the site must be monitored for effectiveness in reducing accidents
- the effectiveness of the speed limit must be reviewed after 12 months.
The Policies

Signing of Speed Limits

General guidelines

The location of speed limit signs must be considered from the earliest stages of the scheme. It must be determined that it will be physically possible to erect the signs at the chosen sites.

Gateway Features: If used, gateway features must be sited at the terminal points of the restriction. If the restriction is extended at any time, all the gateway features must be moved to the new terminal point. Where gateway features which include the parish/village name have been installed within the parish/village boundary, if requested a second parish/village nameplate sign may be installed at the parish/village boundary, at the Parish Council's expense.

Essex County Council will fund the implementation of standard features. The Parish or Town Council may request bespoke features or the use of local symbols on the sign at their cost.

Visual Intrusion: Care must be taken to position signs at boundary points and away from windows. Objections to a proposed speed limit may be received during consultation solely due to the positioning of the signs. Where appropriate, alternative forms of sign mounting should be considered.

Yellow Backing Boards: These may only be used
- as part of an AR2010 programme design
- to highlight a reduction of the speed limit
- in association with a school safety zone.

On all occasions other than the implementation of an AR2010 design, the use of yellow backing boards must be approved by the Safety Engineering Manager at County Hall.

Illumination: The current Traffic Signs Regulations and General Directions gives details of illumination standards for all signs that require lighting. In general, speed limit signs
only require illumination on principal or trunk roads, when located within 50 metres of street lighting.

*Repeater Signs*: Repeater signs **must not** be used on street-lit 30mph limits or within 20mph zones. The Department for Transport’s Traffic Advisory Leaflet 01/95 – Speed Limit Signs gives guidance on the appropriate size and frequency of repeater signs for each standard speed restriction.

*Painted Roundels*: Where used, roundels painted on the carriageway **must** be placed in conjunction with a terminal or repeater sign. They **must not** be placed on areas with coloured surfacing or used in a street-lit 30mph restriction.

*Signing for Safety Cameras*: All safety camera signing **must** be referred to the Safety Camera Partnership.
The Policies

Permanent 20mph Zones and Limits

Background
Since July 1999, the Road Traffic Regulation Act (Amendment Order) 1999 has given traffic authorities the powers to introduce 20mph zones and limits without first seeking permission from the Secretary of State for Transport.

20mph zones were first introduced in order to tackle the rate of child pedestrian accidents. 20mph zones must be accompanied by the installation of traffic calming measures in order to make the zones self-enforcing without the need for Police intervention.

20mph speed limits may be installed with or without physical traffic calming measures, but any such measures must be individually signed and illuminated.

Criteria
20mph limits on new estate roads will be dealt with by Essex County Council’s Estates Section and will be in accordance with the Essex Design Guide or its subsequent amendments. A Speed Limit Order will be required before the road is adopted and all physical measures to support the 20mph limit must be in accordance with the current relevant legislation before adoption of the road takes place.

The introduction of a new 20mph zone on existing streets must be carefully considered to ensure the combination of maximum effectiveness with minimum disruption. The installation of a 20mph zone may not always be the most appropriate solution. Research has shown that 20mph speed limits achieve an average 2mph reduction in ‘before’ speeds and are therefore only suited to roads where speeds are already low or where additional traffic calming measures are to be introduced with the new limit.

Essex County Council will not
- implement a 20mph zone or speed limit on a County Route
- implement a 20mph zone or speed limit on a ‘Green Wave’ or other emergency services route
• implement a 20mph zone where any road in the zone is more than 1km from the boundary of the zone
• implement a 20mph zone adjacent to an existing 20mph speed limit, and vice versa
• implement a 20mph speed limit where the existing mean speed is over 24mph.

Essex County Council will consider 20mph zones or speed limits where

- the proposal has the support of the local community, parish (or town) council, district councillor(s), County Councillor and the Police
- the enforcement of an existing 30mph limit by the Police or the provision of engineering measures would not address the problem
- the existing mix of motorised and non-motorised road users cannot be supported safely by a 30mph speed limit
- there are suitable locations for introducing traffic calming measures

and either

- the proposed site is in a developed area where a high volume of non-motorised road users may be expected – e.g. in a residential area, near a school, or near a local shopping area

or

- the proposed site is within a built-up conservation area where the environment and character of the carriageway demands a reduction in speed

and (for zones only)

- a clearly defined zone area may be identified, composed predominately of local access roads (but local distributor roads may be included if absolutely necessary in order not to isolate areas from the zone)

and (for speed limits only)

- the existing mean speed is 24mph or under, suggesting that a self-enforcing 20mph restriction is achievable

Process
Identification of 20mph Speed Limit Sites
A site visit will be required to assess the layout of the proposed restriction in terms of the criteria given above and the general speed limit advice given in this document.

**Identification of 20mph Zones**

The ward, parish or town council may wish to nominate roads to be included in the proposed zone. A site visit will be required to assess the layout of the proposed zone in terms of the criteria given above. Roads may have to be added to or removed from the list in order to make the proposal feasible.

5 year accident data and speed and volume surveys will be required to give a picture of activity within the proposed zone before any measures are taken. The surveys must take place at strategic points that will be used to re-measure speeds six months after the implementation of the proposal.

The identification of the extent of the scheme must consider the alternative routes for through traffic not wishing to enter the scheme, and the affect of a potential increase in traffic flow along the alternative routes. Therefore, ‘before’ and ‘after’ readings must also be taken on roads where they may be used as an alternative route to a scheme involving physical traffic calming measures.

Copies of ‘before’ and ‘after’ data for completed 20mph zones and speed limits must be supplied to the Department for Transport via County Hall.

A ‘real planning’ event must be held in a local venue to gather the opinions of the residents and other users of the area and to pinpoint perceived problem areas within the proposed zone. Another event may be held once a draft design has been produced, as necessary.

**Design**

20mph zones must be supported by traffic calming features at a maximum of 100 metres apart to encourage the use of low speeds and create a self-enforcing environment. It must be physically possible to erect necessary signs in accordance with current guidance. All other traffic calming options should be considered before road humps or cushions are chosen.
Zone Gateway Features

Each entry point to the zone should make it clear that the driver is entering a different environment. 20mph zone signs must be clearly displayed at the entry point – where visibility and road width allows, the signs will be deployed on both sides of the road in accordance with The Traffic Signs Regulations and General Directions 2002 and its subsequent amendments or replacement.

Each exit from the zone must display the speed limit in place on the adjoining road. Where visibility and road width allows, the signs will be deployed on both sides of the road.

Repeater signs are not permitted within a 20mph zone. According to The Highways (Road Humps) Regulations 1999 normal road hump signs and illumination are not required within 20mph zones.

Zone Entry Carriageway Narrowing

The carriageway may be narrowed at the entry point to the zone by means of build-outs or road markings. Where the road width is insufficient to allow further narrowing and it is felt that a strong entry statement is required, a flat top table may be considered. A flat top entry table may also be considered when road humps or speed cushions are to be employed within the zone. The design must not create hazards for cyclists, the disabled or the visually impaired road user.

Designs constructed in materials other than block paviers are preferred.

Traffic Regulation Orders

Any existing parking restrictions within the scheme must be reviewed and amended as necessary to add weight to drivers’ perception of a low speed area. New Traffic Regulation Orders and/or physical features such as bollards must be introduced to protect road humps and speed cushions from parking, especially on bus routes.

Informal Consultation

Once a preliminary design has been drawn up, showing the size, type and position of any proposed physical measures, informal consultation begins. Thorough informal consultation must take place to ensure that the proposal is viable before it is put forward to the Cabinet Member with responsibility for Highways & Transportation for approval.

You must consult with:
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<th>The affected residents</th>
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<td>Businesses within the affected area</td>
<td>Essex County Council Passenger Transport Team</td>
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<td>Local County Councillor</td>
<td>Essex Fire and Rescue Service</td>
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<tr>
<td>Cycling Groups</td>
<td>Essex Police</td>
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<td>Disabled Access Groups</td>
<td>Parish or Town Council</td>
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<td>District Councillor(s)</td>
<td>Road Freight Groups</td>
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<td>Driving Groups</td>
<td>Schools within the proposed zone</td>
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</table>

You may include other bodies or individuals as deemed appropriate by the Area Highway Manager.

**Approval and Formal Advertisement**

Before the 20mph zone or speed limit proposal is formally advertised, it **must** be approved by the Essex County Council Cabinet Member with responsibility for Highways and Transportation by means of a Cabinet Member Action Form (CMA). The standard form in **Appendix 1 must** be supplied to County Hall along with the CMA. The Cabinet Member **must** be advised of:

- The collated results of the real planning exercise
- The accident data
- The results of the ‘before’ speed and volume survey
- The responses from **all** the informal consultees
- The full extent of the zone and the proposed alternative routes
- The size, type and position of any physical measures
- The order of costs and desired outcome of the scheme.

If approved, the proposal may then be sent to Law & Administration in accordance with normal procedures.
The Policies

Permanent 30mph and 40mph speed limits

Background
A new approach for determining the application of 30mph and 40mph speed limits was devised and applied countywide as an addendum to the 2003 Speed Management Strategy and Policies for Essex.

The Scorecard approach allows possible speed reduction sites to be scored according to their suitability for speed restrictions. A site which does not score highly enough for a 30mph restriction may be suitable for the introduction of a 40mph restriction.

Where an extension to an existing speed limit is requested, the Scorecard must be applied to the whole proposed extent of the limit, including the existing stretch.

It should be noted that the Department for Transport recommends that speed limits should be no less than 600 metres in length unless exceptional circumstances apply to the site. However, it is government policy that a speed limit of 30mph should be implemented in all villages.

In order to accommodate both government policy and the needs of Essex villages, Essex County Council has defined the minimum length of a village speed limit as 350 metres.

Criteria
Minimum Criteria
In order to be considered for a 30mph limit the site must meet the following minimum:

- The site is a minimum of 350 metres in length
- The site has at least 11 properties (as opposed to buildings) within the 350 metres.

If there are at least 8 properties (as opposed to buildings) within the 350 metres, the site may be considered for a 40mph limit.

If these criteria are met, sites will then be scored using the Scorecard and explanatory guidelines reproduced in Appendix 2.
Any village site which cannot meet the 350 metre criteria is NOT eligible for consideration for a 30mph or 40mph speed limit.

**Process**

**Scorecard**

Scoring of the proposed restriction **must** take place on site. Representatives of the Police and the Parish Council and the Local County Councillor **must** be invited to attend. The score will help the attendees to determine the most appropriate speed limit which will achieve compliance without the need for physical measures.

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<th>30mph</th>
<th>40mph</th>
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<td></td>
<td>Without engineering measures, a score of <strong>200</strong> or more <strong>AND</strong> the development criterion of 11 properties within 350m <strong>must</strong> be achieved to qualify for a 30mph limit.</td>
<td>Without engineering measures, a score of <strong>150</strong> or more <strong>AND</strong> the development criterion of 8 properties within 350m <strong>must</strong> be achieved for a 40mph limit.</td>
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The completed Scorecard **must** be copied to County Hall.

**Design – Village Environments**

While some village residents do not want the national speed limit applied to their village, some other residents dislike the types of engineering measures required to slow traffic, including the signs required to inform drivers of the speed limit itself.

In order to protect the unique rural identity of our villages any new village limit will normally be implemented using **only** the speed limit signs and/ or a 'gateway' feature in the first instance.

The village nameplate sign and speed limit roundel may be mounted together using the **standard Essex format** reproduced in **Appendix 3**, based on diagram 2402.1 of The Traffic Signs Regulations and General Directions 2002. The combined sign **must** be located at the start of the limit, as near as practicable to the start of the development, reinforcing the visual speed reduction message.
The placement of repeater signs **must** conform to DfT Traffic Advisory Leaflet 01/95 – Speed Limit Signs and The Traffic Signs Regulations and General Directions 2002.

Additional, environmentally sensitive, engineering measures throughout the limit will be implemented on an incremental basis **if**:
- monitoring during the year after completion of the original scheme shows that the required level of compliance is not being achieved
- or
- the route is identified as an AR2010 site, route or area. (AR2010 is Essex County Council’s accident reduction programme).

**Permanent 50mph and 60mph speed limits**

All 50mph speed limits will conform to the guidance set out in Circular 01/2006, regardless of their status within the Functional Route Hierarchy.
The Policies

Permanent Variable Speed Limits

Background
Variable speed limits are used in areas where a high number of pedestrians and non-motorised road users mix with motorised vehicles for short periods. A reduction in speed at specific times would benefit pedestrians and non-motorised road users, but a permanent speed reduction would not seem appropriate to drivers outside active times.

Variable speed limits must not be considered until it has been established that the problem cannot be dealt with by means of police enforcement or the implementation of other engineering measures.

Variable Speed Limits must be supported by the installation of Variable Message Signs. These must be installed and managed by the County Council’s current term contractor for Traffic Control and Information Systems.

Criteria
The Department for Transport recommends:
“…that vehicle activated signs are not deployed unless it is clear that the problem cannot be remedied by improving the fixed signing. It should also be noted that vehicle activated signs are not a substitute for conventional signs and they should therefore only be used sparingly”  

Essex County Council will not
- implement a variable speed limit of below 30mph on a County Route
- implement a variable speed limit of below 30mph on a ‘Green Wave’ or other emergency services route
- implement a variable speed limit where existing engineering measures for speed reduction at the site have been in place for less than a year
- implement a variable speed limit that requires the use of repeater signs

Essex County Council will consider a Variable Speed Limit where

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2 DfT Traffic Advisory Leaflet 1/03, Page 3
• the accident statistics show a pattern of accidents involving non-motorised users

and

• the proposal has the support of the local community, parish (or town) council, district councillor(s), local County Councillor and the Police

• the enforcement of an existing speed limit by the Police or the employment of engineering measures has not addressed the problem

• the proposed site is in an area where a high volume of vulnerable non-motorised road users may be expected at specific times – e.g. outside a school

• lowering the existing speed limit would not obtain compliance for the majority of the day because drivers of motorised vehicles are unlikely to understand the need for the limit at quieter times.

and

• the variation is proposed for a maximum of two periods during the day, each period being a maximum of 90 minutes

**Process**

**Identification**

A site visit will be required to assess the layout of the proposed variable restriction in terms of the criteria given above and the general speed limit advice given in this document.

5 year accident data and speed and volume surveys will be required to give a picture of activity before any measures are taken. The surveys should take place at strategic points that will be used to measure speeds six months and one year after the implementation of the proposal. Copies of ‘before’ and ‘after’ data for completed variable limit schemes must be supplied to the Department for Transport via County Hall.

Should the effect of the variable speed limit restriction be found to be reducing over time, the local Area Highways Office will review the restriction and reassess the site.

**Signing**
The variable message sign **must** be remotely monitored and therefore will require a BT line or GSM and mains electrical power supply. The equipment **must** be compatible with the ECC term contractor’s in-station equipment.

Only the lower speed limit will be displayed on the near-side sign. The offside sign may also display a reminder roundel during the periods of the higher speed limit unless the higher limit is a street-lit 30mph restriction. The signs **must** have full Type Approval certification from the Department for Transport.

The signs **must** be accompanied by twin sets of flashing amber lights. Sites **must** be positioned such that repeater signs will not be required throughout the length of the variable speed limit. For mounting of signs please refer to H&TPN 63 – Passive Safety.

**Informal consultation**

Once a preliminary design has been drawn up, showing the size, type and position of any proposed physical measures, informal consultation begins. Thorough informal consultation **must** take place to ensure that the proposal is viable before it is put forward to the Cabinet Member with responsibility for Highways & Transportation for approval.

You **must** consult with:

<table>
<thead>
<tr>
<th>The affected residents</th>
<th>Essex Ambulance Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>Businesses within the affected area</td>
<td>Essex County Council Passenger Transport Team</td>
</tr>
<tr>
<td>Local County Councillor</td>
<td>Essex Fire and Rescue Service</td>
</tr>
<tr>
<td>Cycling Groups</td>
<td>Essex Police</td>
</tr>
<tr>
<td>Disabled Access Groups</td>
<td>Parish or Town Council</td>
</tr>
<tr>
<td>District Councillor(s)</td>
<td>Road Freight Groups</td>
</tr>
<tr>
<td>Driving Groups</td>
<td>Schools within the proposed zone</td>
</tr>
</tbody>
</table>

You may include other bodies or individuals as deemed appropriate by the Area Highway Manager.

**Approval and formal advertisement**

Before the proposal is formally advertised, it **must** be approved by the Essex County Council Cabinet Member with responsibility for Highways and Transportation by means of a Cabinet Member Action Form (CMA). The Cabinet Member **must** to be advised of:

- The accident data
- The results of the ‘before’ speed and volume survey
• The results of any ‘before’ and ‘after’ speed and volume surveys in respect of previous engineering measures employed at the site
• The responses from all the informal consultees
• The full extent of the variable speed limit
• The position and design of the VMS.
• The size, type and position of any accompanying physical measures
• The order of costs and desired outcome of the scheme.

If approved, the proposal may then be sent to Law & Administration in accordance with normal procedures.
The Policies

Traffic Calming Measures

Background

Physical Traffic Calming measures are generally defined as the introduction of built measures on a road, such as build-outs or road humps. Whilst such measures often produce substantial speed reductions they are not always popular with the public. Common complaints are:

- that they are visually intrusive
- that they are uncomfortable to use
- that they are unsuitable for use by the disabled or those travelling in ambulances
- that drivers adopt an accelerate/ decelerate pattern of driving, which is noisy
- that the accelerate/ decelerate driving pattern causes increased emissions
- that the cost of construction and maintenance outweighs the advantages of their installation.

However, there are many methods of calming traffic, ranging from the introduction of built features to the removal of street furniture and every site will have different needs.

Guidelines

When considering the implementation of any traffic calming measures, establish the probable extent of the site then assess the whole available traffic calming corridor.

- Consider the primary function of the route and its status within the identified Functional Route Hierarchy
- Consider the type of road and its historical character
- Consider the road width and the relative height of buildings
- Consider limiting forward visibility to reproduce the effect of a bend
- Consider the roadside activity – parking, cycling, pedestrians
- Consider the position of any bus stops and the nature of any pedestrian access
- Consider the existing traffic signs – do they meet current standards? Are they necessary? Is the street scene cluttered?
- Consider the existing white lining
- Consider the effect on other streets nearby of installing traffic calming – will drivers choose alternative routes?
The Policies

Traffic Calming Measures

Psychological Traffic Calming

Psychological Traffic Calming refers to the principles of designing or re-designing roads such that drivers naturally adopt a safe driving speed in response to their environment. Psychological Traffic Calming employs perceptual measures, designed to convey a greater level of risk than actually exists – for example, giving the impression of a narrow carriageway by using paint on the carriageway or by removing centre lines. Perceptual risk relies on the theory that by forcing the driver to pay closer attention to the driving environment instead of relying on signs, the driver will naturally adopt a more appropriate speed for the road.

It is important to ensure that measures that increase *perceived* risk do NOT increase *actual* risk to any road user.

The most extreme form of psychological traffic calming is referred to as ‘Naked Roads’. In Dutch experiments at busy junctions, all signs, traffic signals, carriageway markings, kerbs and footways were removed and the footway and carriageway surfaces were levelled. There was no visual distinction between areas for the use of pedestrians or areas for the use of vehicles. In order to progress across the junction, drivers had to negotiate their use of the road space by means of eye contact with pedestrians, cyclists and other road users and careful attention to their surroundings. As a result of the experiment, accident figures reduced and journey times improved.

Whilst completely stripping a streetscape of visual information will not always be appropriate, a combination of measures may be introduced to address the particular needs of the site.

Some research indicates a link between pedestrian activity and speed. The more pedestrians withdraw from a road because they are uncomfortable with speed levels, the more drivers speed. The presence of high volume pedestrian activity – shopping, walking, playing - has the effect of slowing drivers down because they unconsciously recognise that their driving environment has become unpredictable.
It should be remembered that there is currently no long term evidence available to
demonstrate the effectiveness of psychological traffic calming over time, and sites must
therefore be monitored to ensure their continued effectiveness.

Carriageway Markings

Coloured Surfacing

This policy does not affect the use of coloured anti-skid surfacing or natural
surface dressing treatments in rural areas.

There are many different forms of coloured surfacing. It is often used as part of a
gateway feature, to appear to narrow the carriageway, to alert drivers to a speed limit
change, or to emphasise bus or cycle lanes. It is not always clear to the driver what the
coloured surface is meant to represent and as such it should be used sparingly.

Coloured surfacing for speed management must only be used in red.
Coloured surfacing for speed management must only be used in conjunction with other
measures as it is largely ineffectual when used alone.

Essex County Council will consider the installation of coloured road surfacing:

- If the proposal has the support of the local community, parish (or town)
council, district councillor(s) and local County Councillor and the Police
  or
- where the site has been identified under the AR2010 accident reduction
  programme

Rippled/ Rumble Surfacing

Rippled or rumble surfacing is used to give drivers an auditory warning that there is an
upcoming change to the driving environment. This type of textured surfacing is
sometimes used on the edges of carriageways to discourage over-running, or in
advance of a drop in the speed limit.
However, there have been problems reported where cyclists are driven out into the centre of the carriageway as they cannot comfortably negotiate the texture at the edge, and also that local residents are affected by the noise.

Therefore, rippled or rumble surfacing will only be considered where:

- the proposal has the support of the local community, parish (or town) council, district councillor(s) and local County Councillor and the police and
- there are no residential properties within 50 metres of the installation and
- a cycle bypass or other suitable feature is part of the design.

**Dragons Teeth Markings**

These are usually painted on the carriageway in advance of speed limit terminal signs in order to visually narrow the carriageway. They are often not clearly visible from a long distance and therefore have a limited effect on vehicle speeds but parish or town councils may choose to request them to enhance other gateway features.

Dragons Teeth Markings must be used in conjunction with other measures as there is little evidence of their individual effectiveness.

**Speed Limit Roundels**

These must not be used in isolation, but may be painted on the carriageway in conjunction with speed limit signs or repeaters to diagram 1065 in The Traffic Signs Regulations and General Directions 2002.

Painted speed limit roundels must not be used with street-lit 30mph restrictions, but they may be used where 30mph repeaters are installed. They may be installed at the entrances to 20mph zones, but must not be repeated within the zone.

Painted carriageway roundels must not be installed on top of any coloured surfacing.

**Warning Signs Painted on the Carriageway**

Warnings signs such as diagram 545 (‘children going to or from school or playground ahead’) have been used as road markings to highlight the presence of vulnerable road users. They are often difficult to see, and draw the driver’s attention towards the
carriageway surface ahead and away from the general driving environment. Any sign used as a road marking must have Department for Transport approval before installation and must only be deployed as part of an AR2010 scheme.

White Lining for Speed Management

Removal: In some areas, it may be possible to safely remove centre lines to create the impression that the road is narrower than it actually is. It is thought that, if drivers have no defined area of carriageway that is ‘their half’ and no advance warning signs they will instinctively slow down to reduce the risk of a head–on collision. This could be particularly beneficial in rural areas and may enhance the rural environment by removing sign clutter. Prior to implementation, a risk assessment and safety audit must be undertaken and kept on file.

Installation: On local roads, white centre lines should only be installed as part of an AR2010 casualty reduction design. Wide edge markings are preferred to centre hatching in order to allow road space for cyclists and other non-motorised users instead of forcing vehicles to the edges of roads. Edge hatching should not be used on County Routes as it has been found that it may cause cyclists to move nearer to the centre of the carriageway.

Physical Measures

Narrowing the Carriageway

Narrowing the carriageway by means of physical measures reduces speeds by altering the driver’s perception of the road and the appropriate speed at which to negotiate it.

The carriageway may be narrowed from the edges in the form of build-outs, to guide vehicles towards the centre of the road; or from the centre of the road in the form of central refuges or islands, to guide vehicles away from the centre line towards the kerbline.

It is important to consider the needs of all road users when narrowing the carriageway, and not just focus on the primary objective of reducing vehicle speed. A well designed scheme will incorporate the needs of non-motorised users and design on-street parking to contribute to the overall effect. The movements of cyclists must be taken into account.
and separate provision for cyclists considered to the standard laid out in Designing for Cyclists – A Guide to Good Practice.

**Gateways**

A gateway feature is designed to draw the driver’s attention to the speed limit and indicate that the driver is about to enter a residential area. It may be composed of a combination of different elements, such as:

- vertical elements on both sides of the road
- a combined name-plate and speed limit sign (please refer to Appendix 3 for the standard Essex format)
- a speed limit roundel marked on the carriageway
- red carriageway surfacing (not in conjunction with a speed limit roundel on the carriageway)
- a speed table
- ‘dragon’s teeth’ carriageway markings
- white lining to narrow the carriageway.

**Build-outs**

A build-out is a work constructed on one side of the carriageway to restrict the width of the carriageway. Build-outs may be installed

- on one side of the carriageway only,
- on opposite sides of the carriageway, in pairs, to create pinch points
- on alternate sides of the carriageway, to create a chicane.

Chicanes may be placed to create single-lane working, where traffic from one direction has priority over the other; or two-way working, where build-outs are used to provide vehicle deflection and the lanes are separated by road markings.

Essex County Council will consider the installation of build-outs on:

- roads restricted to 20mph (including 20mph zones)
- roads restricted to 30mph

where

- congestion is not likely to occur
- the scheme accommodates parking and cyclists

and
• the affected frontagers have been directly consulted
• the affected bus providers have been directly consulted.

In rural areas, the needs of large agricultural vehicles may need to be considered, and at all sites the needs of pedestrians and non-motorised vehicles must be considered.

Central Refuges and Islands
Central Refuges and islands both have the effect of narrowing the carriageway, but they are installed for different purposes. Islands separate traffic flows and are usually accompanied by centre hatching. Islands are especially useful for reducing speeds and preventing overtaking on fast moving single carriageway roads. Refuges are designed to improve pedestrian facilities by providing a central crossing point, making it safer to cross fast moving roads. However, the installation of a formal pedestrian crossing may be a more appropriate option.

Essex County Council will consider the installation of traffic islands:
• for speed reduction
or
• to discourage overtaking
or
• to protect vehicles making right hand turns
or
• at AR2010 casualty reduction sites
where
• the affected frontagers have been directly consulted
• the affected bus providers have been directly consulted.

General Guidelines
Accommodate cyclists by:
• installing a protected cycle lane between 1.0 and 1.5 metres wide
or
• on a carriageway restricted to 30mph or less, the width of the narrowed lane must be no more than 3.1 metres
• on a carriageway restricted to 40mph or above, the width of the narrowed lane must be greater than 3.9 metres
• if these widths cannot be achieved, then islands must not be installed
• an island or refuge must not be located where it would obstruct access to individual properties
• an island or refuge must not be located within 20m of an on-carriageway bus stop or junction
• illuminated signs to Diag 610 of TSR&GD2002 must be installed
• Traffic Regulation Orders must be implemented as necessary to prevent parking within 10 metres of each island

and

• ensure that cycle facilities are kept clear of vegetation and parked vehicles

and

• where large numbers of large vehicles (goods or agricultural) are expected to use the route, give consideration to offsetting islands on inclines to allow large vehicles to pass cyclists.

Road Humps and Cushions
Road humps and speed cushions are effective methods of achieving sustained speed reduction. However, they often attract criticism for perceived noise or discomfort and must be carefully placed to achieve maximum effectiveness and maximum public acceptance. Road humps and cushions should be the last option after all other traffic calming measures have been considered.

While cushions allow greater access for bus services, they are also easy for smaller vehicles to negotiate without slowing down. Full width humps are more effective and therefore cushions should be used with extreme caution and only where absolutely necessary.

Road cushions must be supported by Traffic Regulation Orders to prevent parking within at least 15 metres of each feature as parked vehicles on road cushions prevent larger vehicles such as buses from using the measures safely and comfortably.

Where the traffic calming is being implemented on a bus route, buses must have room to pull into the kerb at bus stops. The whole bus route must be considered to ensure that the bus does not have to negotiate excessive amounts of traffic calming. It is
important to consult with public and school bus operators from an early stage, as it may be necessary for bus stops to be moved to accommodate the scheme.

Public and school bus operators affected by a scheme must provide written agreement to the scheme. If agreement cannot be reached, the Cabinet Member with responsibility for Highways and Transportation will have to consider whether the advantages of the scheme outweigh the possible loss of a bus service.

Where road humps or speed cushions are proposed, they must be placed:

- with each face across the carriageway at right angles to the centre of the carriageway
- for a minimum length along the carriageway of 900 millimetres
- with no vertical face higher than 6 millimetres
- if under a crossing, the centre line of a striped crossing area across the carriageway and the centre line of the hump across the carriageway must be the same line
- with the highest point no less than 25 millimetres and no more than 75 millimetres higher than the normal carriageway surface

unless

- they are required to be flush with the kerb to provide a pedestrian crossing facility, in which case they may be a maximum of 100 millimetres high.

They must not be placed:

- within the limits of a zebra controlled area other than as described above
- within 30m from the centre line across the carriageway of the striped crossing area
- on a railway level crossing or within 20 metres of any rail forming part of the railway track at any such crossing
- within 2m of any rail providing support and guidance for vehicles carried on flanged wheels and running in a carriageway of that highway other than at a railway level crossing

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3 As defined in paragraph 8(1) of Part II to Schedule 1 to The Zebra, Pelican and Puffin Pedestrian Crossings Regulations and General Directions 1997
4 As defined in regulation 3(1) of The Zebra, Pelican and Puffin Pedestrian Crossings Regulations and General Directions 1997
• under or within 25 metres of any part of a structure over a carriageway of that highway any part of which is 6.5m or less above the surface of the carriageway
• above or within 25 metres of any part of a bridge over which a carriageway of that highway passes or any part of a tunnel, culvert or other similar structure which crosses beneath a carriageway of the that highway

Consideration must be given to:
• drainage of the carriageway surface
• the choice of materials - bituminous material is preferred for safety and maintenance reasons
• the spacing between each feature – a minimum of 60-80 metres is recommended
• the location of each feature within the streetscape – beware of possible obstructions
• alternative routes and the effect on surrounding streets

Vehicle Activated Signs

Background
Essex County Council conducted a one-year trial into the use of vehicle activated signs. The trial focused on temporary, portable speed activated signs displaying a speed limit roundel and “SLOW DOWN”.

Speed Indicator Devices (S.I.D.s)
S.I.D.s are electronic display boards which show approaching drivers their vehicle speed and remind them of the speed limit. They are usually deployed in areas which do not meet the criteria for permanent enforcement measures such as cameras.

S.I.D.s have four display options, as follows:
• the speed travelled by the vehicle activating the SID followed by a “smiley/sad” face depending on whether the vehicle exceeds the limit, or
• the speed travelled by the vehicle, which will flash repeatedly as a warning to the driver when they are travelling in excess of the limit, or will flash once and hold for a couple of seconds when they are travelling within the limit, or
• the speed travelled by the vehicle, which will display and hold regardless of whether the driver is in excess of the limit, or
• The speed travelled by the vehicle, followed by the text “….mph over the speed limit!” where appropriate.

Locally Managed Devices
Some parish or town councils have requested the opportunity to operate their own S.I.D.s at places where there is local concern over the speed of some vehicles and no permanent enforcement. In many cases, the problem is perceived rather than actual speed, hence no other enforcement or speed management measures are in place.

A monitoring programme must be arranged such that the Area Highways Office and representatives of the parish or town council meet at agreed intervals to discuss the S.I.D’s programme and identify future sites. If average speeds remain high after 1 year of using S.I.D’s on site, the Area Highway Office will consider implementing other speed management measures.

Full details of the procedure are available in the Essex Signing Policy.

Variable Message Signs (VMS)
Variable Message Signs only display enforceable information when used to sign a variable speed limit. The Variable Message Signs detailed below are for information purposes only and cannot be enforced.

Non-enforceable variable message signs are usually deployed for two reasons - to warn drivers of site-specific hazards or to remind drivers of the legal (and enforceable) speed limit.

The Department for Transport advises
“…that vehicle activated signs are not deployed unless it is clear that the problem cannot be remedied by improving the fixed signing. It should also be noted that vehicle activated signs are not a substitute for conventional signs and they should therefore only be used sparingly.”

Before deploying a permanent VMS, Essex County Council will:

- investigate the speed and accident data for the site
- investigate changes to the existing signing and lining
- investigate the implementation of other measures
- investigate the site’s suitability for VMS.

Full details of the procedure are available in the Essex Signing Policy.

**Site Specific Hazards**

VMS may be used to warn drivers of site specific hazards where

- the hazard has been identified by the AR2010 programme as a contributory factor in accidents

and

- no other remedial measures are suitable

and

- a reduction in speed would help drivers to negotiate the hazard safely
- the proposal has the support of the local community, parish (or town) council, district councillor(s) and local County Councillor.

A maximum of one VMS on each approach to the hazard may be deployed.

The visual intrusion of the sign in rural or conservation areas must be carefully considered.

The signs will remain black when not in use.

**Speed Limit Reminders**

Essex County Council will consider the use of permanent VMS used to remind drivers of the legal speed limit where:

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• accident data and speed and volume statistics indicate a speeding issue which falls outside Safety Camera Partnership Guidelines
• the existing speed limit and/or speed management measures have been in place for at least 12 months
• the introduction of further speed management measures or enforcement of the existing speed limit would not solve the problem
and
• the proposal has the support of the local community, parish (or town) council, district councillor(s) and local County Councillor

Essex County Council will not consider the use of permanent VMS used to remind drivers of the legal speed limit where:
• the VMS will be obscured by parking
• the driver’s view of the VMS will be obscured by other street furniture
• the VMS is less than 70 metres inside an existing speed limit

Home Zones and Quiet Lanes

Home Zones and Quiet Lanes are areas where the carriageway priority is changed so that motorised vehicles are no longer the dominant mode. They are intended to open up the carriageway as a community space.

Under Section 268 of the Transport Act 2000, a local authority may designate any road for which it is the traffic authority as a Quiet Lane or Home Zone, supported by Use Orders and Speed Orders. Use Orders and Speed Orders are not eligible for use on any other type of road.

Use Orders allow the highway to be used for purposes other than the usual ‘passing and re-passing’ permitted on normal highways. The lawful use of the highway and access to properties is not prevented. During the consultation and design process, the local authority and the community will decide which activities will be made legal on the stretch of highway concerned.

Speed Orders allow the setting of a specific speed, which is to be maintained by the use of speed control measures and community support. They are not speed limits reinforced by a Speed Limit Order.
Proposed sites for Home Zones or Quiet Lanes **must** be referred to Essex County Council’s Public Rights of Way Team at County Hall. The team is working to co-ordinate Home Zones and Quiet Lanes with the existing Public Rights of Way network, to provide coherent routes for non-motorised users of the highway network.
Appendices
SAMPLE REQUEST TO CABINET MEMBER FOR HIGHWAYS FOR CONSENT TO ADVERTISE A 20MPH SPEED LIMIT/ZONE

Title of Proposal

Hyde Mead Nazeing, 20mph zone

Relevant Policy and Section

Speed Management Strategy
Policy 1 – Location of permanent 20mph speed limits, section 1.2

Justification for Request

Nazeing Primary School has been involved in the Safer Journeys to School Programme. The school is situated in Hyde Mead, a non-classified road in Nazeing. Hyde Mead is about 300 metres long and completely straight. The school takes up about half of this length on one side of the road.

Hyde Mead leads to Barnard Acres and Crooked Way. It is possible to use these three roads to avoid a set of traffic signals on the classified road network. Barnard Acres and Crooked Way have a number of bends that limit speeds, but this may encourage some vehicles coming from Barnard Acres to speed up just as they pass the school.

The road is currently heavily parked by parents’ vehicles at the start and end of the school day. This also involves vehicles parking on the footway and verges in the area. This parking limits traffic speed slightly at the busiest times, but also introduces its own hazards to other pupils trying to get to and from school.

As part of the Safer Journeys to School programme, works are in progress to prevent the indiscriminate parking near the school, and encourage parents and pupils to use other means of transport. In order to provide pedestrians walking to the school with a more prominent place to cross the road, and reduce vehicle speeds in front of the school, two flat topped road humps are proposed, which will also form uncontrolled crossing points.

Such features could be introduced within the existing 30mph speed limit, but would require additional street lighting. This would effectively involve providing the entire road with replacement street lighting, at prohibitive cost. Introducing the humps within a 20mph zone removes the requirement for additional street lighting.

cont…
The proposed 20mph zone is restricted to the area immediately in front of the school. A more extensive zone taking in Barnard Acres and Crooked Way could be provided, however the additional speed reducing features necessary could make access more difficult for any residents who suffer discomfort negotiating this type of feature.

**Estimate**
£8,000

**Funding Source**
Safer Journeys to School budget

**Future Average Annual Maintenance Costs**
The maintenance engineer for the area has been consulted regarding this issue. Costs associated with maintaining the scheme, compared with maintenance costs for the road otherwise, are considered negligible.

**Accidents**
There is no history of recorded injury accidents in Hyde Mead in the last three years. The school advises that there have been incidents outside the school in the past involving minor injuries, caused for example by vehicle doors being opened incautiously, and “near misses” which have not been recorded.

**Mean Average Speed**
29.5mph

**Supported By**
Parish Council  
District Council  
Local member for North Weald & Nazeing  
Essex Police  
Nazeing Primary School
Comments from Stakeholders (including Police)

Local residents of Hyde Mead who would be directly affected by the humps, and others in Barnard Acres who would be indirectly affected have been consulted. The warden of Hyde Mead House (which provides sheltered accommodation for elderly people) was also consulted. The local residents and the Hyde Mead House warden are generally supportive. One respondent from Barnard Acres was concerned about the potential discomfort the humps might cause for some people, especially the elderly. However there is an alternative means of access to most of the road (including Hyde Mead House), which would permit most residents to avoid passing over the humps if they so choose. None of the six residents who would have no option but to pass over the humps expressed concern – those that replied were fully supportive.

The Police support the proposals and no adverse comments have been received from other emergency services or the County Council’s public transport section (no scheduled bus routes are affected).

Policy Comments

The Traffic Management Policy Team support this scheme and feel that it is in accordance with policy. The proposed scheme is on a local road under the hierarchy and as such qualifies to have traffic calming such as road humps.

Highways and Transportation Services Manager’s Comment

Highway and Transportation Service Manager supports this scheme and finds it to be in accordance with policy.

Cabinet Member for Highways

Signed……………………………..

Date……………………………..
SCORECARD FOR THE IMPLEMENTATION OF NEW 30 OR 40MPH LIMITS
(INCLUDING EXTENSIONS TO EXISTING 30MPH LIMITS)

EXPLANATORY NOTES FOR THE SCORECARD

Scoring of the proposed restriction must take place on site. Representatives of the Police and the Parish Council and the Local County Councillor must be invited to attend. The score achieved will help the attendees to determine the most appropriate speed limit which will achieve compliance without the need for physical measures.

<table>
<thead>
<tr>
<th>30mph</th>
<th>40mph</th>
</tr>
</thead>
<tbody>
<tr>
<td>Without engineering measures, a score of 200 or more AND the development criterion of 11 properties within 350m must be achieved to qualify for a 30mph limit.</td>
<td>Without engineering measures, a score of 150 or more AND the development criterion of 8 properties within 350m must be achieved for a 40mph limit.</td>
</tr>
</tbody>
</table>

Extent

Where an extension to an existing speed limit is requested, the Scorecard must be applied to the whole proposed extent of the limit, including the existing stretch. Limits covering through roads connecting to the main village - for instance where the village is based around a crossroads - must be scored as one limit. Cul-de-sacs must not be included in the housing score as they will score points as a junction. The total number of properties, excluding cul-de-sacs, within the whole limit must be divided by the total length of all roads.

Level of Development

The lower total score required, of 150 or above, reflects the fact that where development is only on one side of the road or where development is on both sides but is hidden from drivers’ view by hedges or walls etc. residents should still be offered the protection that a speed limit, can offer. The score also allows lengths of road that link other limits and that have facilities along their length which are likely to encourage significant movements of vehicles and non-vehicular traffic (such as country parks, bridleways, footpaths etc.) to qualify for 40mph limits, particularly if the speeds are already close to 40mph and accidents are occurring. However, in such cases, if development is sporadic, consideration must be given as to how the driver will be reminded of the limit.
Gaps in Development
The standard gap in development on any one side of the road must not exceed 100m from building to building (rather than property boundary).
A gap in development of up to 250m may only be considered for inclusion in the restriction where
at least 150m of the gap has restricted visibility due to boundary features
or at least 150m of the gap will be infilled with engineering measures
and the development beyond the gap is at least 3 properties per 100m or a village amenity.
Only one gap on each approach will be permitted.

Gaps between individual limits
If there is a gap of less than 350m between individual 30 or 40mph limits, the 40mph limit must be extended across the gap to avoid too many limit changes across short stretches of road.

Visibility
Where houses are clearly visible and, for example, are built up on both sides of the road, the limit is likely to be seen as appropriate as it acts to protect the villagers. Where the majority of development is on one side of the road the site will score less because to the driver the site may not appear to need the same level of protection. However, if the residents are likely to benefit from a limit by being able to walk or cycle to the village centre then a 30mph limit may still be justified.

Traffic Generators and Village Amenities
The score for each traffic generator is to be multiplied by the number of those present in the village; i.e. each example counts such that if two churches are present a score of 20 rather than 10 would be allocated. Note also that traffic generators occupying a position on more than one road, where a village covering more than one road is being scored, should be given points for being on each road (for instance where a village green has frontage along 2 roads).
A school transport pick-up point scores the same as a school because children are as likely to walk to the bus as to walk to school but if there is a school, any school bus pick-up point should not be scored as well.

Commitment
This refers to participation in the Commitment to Speed Reduction initiative as outlined in the ‘Community Speed Reduction Schemes’ section of this document.
Personal Injury Accidents (PIAs)
Speed limits implemented through this process are not intended as targeted accident reduction measures. However, points are awarded for accidents as reduced speed is likely to reduce accidents.

Existing Mean Average Speed
Mean speed data must be used as the basis for determining local speed limits. This is a change from the directive for the use of 85th percentile speeds in the Department for Transport’s Circular Roads 01/93.

The points on the scoresheet reflect the likely level of compliance which may be achieved without the need for engineering measures. High compliance = high score.

The Scorecard must be applied to all proposed 30mph and 40mph speed limits on both County Routes and Local Roads.
**SCORE SHEET FOR THE IMPLEMENTATION OF A 30 OR 40MPH LIMIT.**

**DATE…………………………**  **SITE……………………………………………………………………………………………**

**ATTENDEES……………………………………………………………………………………………………………….**

<table>
<thead>
<tr>
<th>VARIABLE</th>
<th>POSSIBLE SCORE</th>
<th>SCORE ACHIEVED</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Development</strong> which has access onto the road in question. (The score must be 30 or above to proceed with a 30mph limit.)</td>
<td>(No. of properties per 100m length) x10</td>
<td></td>
</tr>
<tr>
<td><strong>Visibility:</strong> The majority of development is:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>On both sides of road or</td>
<td>30</td>
<td></td>
</tr>
<tr>
<td>On one side of road</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>The majority of development is:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Visible to drivers or</td>
<td>30</td>
<td></td>
</tr>
<tr>
<td>Not visible to drivers</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td><strong>Traffic Generators and Village Amenities</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Country Park</td>
<td>20</td>
<td></td>
</tr>
<tr>
<td>Village Hall</td>
<td>20</td>
<td></td>
</tr>
<tr>
<td>Doctor’s Surgery</td>
<td>20</td>
<td></td>
</tr>
<tr>
<td>Playground/ Village Green</td>
<td>20</td>
<td></td>
</tr>
<tr>
<td>School OR school bus pick-up point (Not both)</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Shop</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Post Office</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Pub</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Church</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Traffic generating business (incl. farms)</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>T-junctions within limit (leading to more than 10 properties)</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>Crossroads within proposed speed limit</td>
<td>20</td>
<td></td>
</tr>
<tr>
<td><strong>The proposed Limit provides a link:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>between 2 or more public rights of way</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>on a recognised cycle route</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td><strong>Parish Council signed up to Commitment</strong></td>
<td>20</td>
<td></td>
</tr>
<tr>
<td><strong>Level of Personal Injury Accidents:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4 or more in 3 years</td>
<td>40</td>
<td></td>
</tr>
<tr>
<td>3 in 3 years</td>
<td>30</td>
<td></td>
</tr>
<tr>
<td>2 in 3 years</td>
<td>20</td>
<td></td>
</tr>
<tr>
<td>1 in 3 years</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td><strong>Existing mean average speed:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>25 - 30mph</td>
<td>40</td>
<td></td>
</tr>
<tr>
<td>30 - 35mph</td>
<td>30</td>
<td></td>
</tr>
<tr>
<td>36 - 40mph</td>
<td>20</td>
<td></td>
</tr>
<tr>
<td>41 - 45mph</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Will the proposed limit link to a 30mph limit through a village?</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>To be eligible for 30mph, the total must be at least:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>To be eligible for 40mph, the total must be at least:</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Circle</th>
<th>30mph</th>
<th>40mph</th>
</tr>
</thead>
</table>

**To be eligible for 30mph, the total must be at least:** 200

**To be eligible for 40mph, the total must be at least:** 150
30MPH AND 40MPH SCORECARD DECISION-MAKING CHART

SITE MEETING

≥150

150<200

<150

≥200

DON'T AGREE

AGREE 30MPH

AGREE 40MPH

DON'T AGREE

AGREE LEVEL OF FUTURE ENGINEERING

PUBLISH

CMA

POLICE OBJECTION

POLICE SUPPORT

MAKE ORDER
INSERT STANDARD ESSEX GATEWAY FORMAT DIAGRAM FROM 1997 STRATEGY DOCUMENT
Insert note re: local variations (e.g. reduce speed, drive carefully etc within regs)
Choose crest – parish or county???
RISK ASSESSMENT OF PROPOSED OPERATIONAL SITES FOR SPEED INDICATOR DEVICES

| PARISH NAME |  
| SITE DESCRIPTION |  
| SITE VISIT ATTENDEES |  

Each proposed operational site **must** meet every requirement:

<table>
<thead>
<tr>
<th>REQUIREMENTS</th>
<th>YES</th>
<th>NO</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>The proposed operational site selected allows for the whole S.I.D. to be a <strong>minimum</strong> of 450mm from the carriageway.</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>The proposed operational site selected allows for a <strong>minimum</strong> of 1.5m footway width available to pedestrians once the S.I.D. is in place.</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>The device may be secured at the site.</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>The proposed operational site allows drivers between 50 and 100 metres of forward visibility to the sign (approximately a 3 second view).</td>
<td></td>
</tr>
</tbody>
</table>

I confirm that the proposed operational site meets the requirements outlined above:

<table>
<thead>
<tr>
<th>PRINT NAME</th>
<th>SIGN NAME</th>
</tr>
</thead>
<tbody>
<tr>
<td>On behalf of the Parish/Town Council</td>
<td></td>
</tr>
<tr>
<td>On behalf of the Area Highway Manager</td>
<td></td>
</tr>
</tbody>
</table>

AGREED SITES FOR THE DEPLOYMENT OF SPEED INDICATOR DEVICES

Sites in the town/ parish of …………………………………………… approved for the use of S.I.D.s following an individual risk assessment for each site.

<table>
<thead>
<tr>
<th>STREET NAME</th>
<th>OS GRID REF</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
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<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

I confirm that all the sites listed above have had a risk assessment in accordance with Appendix 2 of the Speed Management Strategy and Policies for Essex 2007.

<table>
<thead>
<tr>
<th>PRINT NAME</th>
<th>SIGN NAME</th>
</tr>
</thead>
<tbody>
<tr>
<td>On behalf of the Parish/Town Council</td>
<td></td>
</tr>
<tr>
<td>On behalf of the Area Highway Manager</td>
<td></td>
</tr>
</tbody>
</table>
References

Documents outlined below have been used within this report.

- Circular 02/2003 (associated notes released by DfT in relation to the introduction of the TSR&GD 2002)
- Circular 1/93 Speed Limits
- Essex County Council’s document – Designing for Cyclists – guide to good practice
- Essex Design Guide
- H&T Practice Note 60A (Permanent Variable Message Signs and Town or Parish Councils buying their own Temporary Speed Indicator Device (S.I.D.)
- Section 68 of the Highways Act 1980
- Speed Management Strategy and Policies for Essex (CAB/037/04)
- The Highways (Road Hump) Regulations 1999 (statutory instrument 1999:1025)
- The specification and installation of flashing amber warning lights at schools and associated signs and posts. H&TPN – xxx
- Traffic Advisory Leaflet 1/95 – Speed limit signs – a guide to good practice
- Traffic Advisory Leaflet 2/96 – 75mm Road Humps
- Traffic Management Strategy Policy
- Traffic Signs Manual chapters 1, 3, 4, 5, 7 8 and 14
- TSR&GD 2002 or its subsequent amendments

Web sites offering additional reading – (these are not the only web sites)

Department for Transport – Traffic advisory leaflets, circulars, working drawings etc
Highways Agency in particular DRMB section
IHT web site – in particular available publications

References

ECC Highways & Transportation Signing Policy
Department for Transport Traffic Advisory Leaflet 01/03: Vehicle Activated Signs
The Traffic Calming Act 1992
Appendix 5
27 November 2006

Department for Transport Traffic Advisory Leaflet 07/95: Traffic Islands for Speed Control
Department for Transport Traffic Advisory Leaflet 07/97: Chicane Schemes
Highways (Traffic Calming) Regulations 1999
Psychological Traffic Calming (Janet Kennedy TRL Limited, 2005)
Designing for Cyclists – A Guide to Good Practice (ECC, 2006)

References
Department for Transport Traffic Advisory Leaflet 07/91: 20mph Speed Limit Zones
Department for Transport Circular 05/99: 20mph Speed Limits
Department for Transport Traffic Advisory Leaflet 09/99: 20mph Speed Limits and Zones
The Highways (Road Humps) Regulations 1999
Department for Transport Traffic Advisory Leaflet 01/05: Rumblewave Surfacing
Department for Transport Circular 01/2006: Setting Local Speed Limits
Department for Transport Traffic Advisory Leaflet 02/06: Speed Assessment Framework

References
Department for Transport Traffic Advisory Leaflet 01/95 – Speed Limit Signs
The Traffic Signs Regulations and General Directions 2002
Department for Transport Circular 01/2006 – Setting Local Speed Limits
References
Department for Transport Traffic Advisory Leaflet 01/95 – Speed Limit Signs
The Traffic Signs Regulations and General Directions 2002
Department for Transport Circular 01/2006 – Setting Local Speed Limits
Traffic Advisory Leaflet 2/06 – Speed Assessment Framework
References
ECC Highways & Transportation Practice Note 60A
Department for Transport released Traffic Advisory Leaflet 1/03 (TAL 1/03)