

## **EPHING FOREST DISTRICT COUNCIL COMMITTEE MINUTES**

**Committee:** Environmental and Planning Services Standing Scrutiny Panel      **Date:** Wednesday, 5 September 2007

**Place:** Committee Room 1, Civic Offices, High Street, Epping      **Time:** 7.30 - 10.40 pm

**Members Present:** Mrs P Smith (Chairman), D Bateman (Vice-Chairman), Mrs A Cooper, R Frankel, H Ulkun, Mrs L Wagland and Mrs J H Whitehouse

**Other Councillors:** K Angold-Stephens, Mrs A Grigg and Mrs M Sartin

**Apologies:** R Bassett, P House, J Knapman, Mrs P Richardson and M Woollard

**Officers Present:** J Gilbert (Director of Environment and Street Scene), J Preston (Director of Planning and Economic Development), Ian White (Senior Planning Officer), J Nolan (Environmental Health Manager), L Ingwall (Environmental Co-ordinator) and A Hendry (Democratic Services Officer)

**Also in attendance** Councillor Mrs D Borton

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### **20. Substitute Members (Council Minute 39 - 23.7.02)**

It was reported that Councillor Mrs J H Whitehouse was substituting for Councillor M Woollard.

### **21. Declaration Of Interests**

None declared.

### **22. Notes of the last meeting held on 26 June 2007**

The notes of the previous meeting, held on 26 June 2007, were agreed.

### **23. Terms of Reference / Work Programme**

Noted that item 6 of the work programme on travellers issues at Paynes Lane, Nazeing, had been completed within the budget available. A charge had also been put on the land, so if the owner did show up they would be liable to repay the Council for the work carried out.

The Panel agreed that they should now keep a general watch on travellers issues (now that the Paynes Lane issued had been concluded) and remove Paynes Lane specifically from the work programme.

#### **RESOLVED:**

That the Panel keep a watch in brief on travellers issues in general in the District.

**24. Change in Order of the Agenda**

With the permission of the meeting the Chairman agreed to take item 7, Climate Change, as the first item of business.

**25. Climate Change**

The Environmental Health Manager introduced the report on the Nottingham Declaration. This was designed specifically for Local Authorities to enable them to show their commitment to the issue of climate change and set in place the following actions:

- to work with Central Government to contribute locally to the UK Climate Change Programme, the Kyoto protocol and the 2010 Carbon dioxide reduction target;
- to participate in local and regional support networks;
- develop plans with partners and local communities to address the causes and impacts of climate change, tailored to local priorities and community benefits;
- to publicly declare within appropriate plans and strategies, the commitment to reduce greenhouse gas emissions from the Council's own activities;
- assess the risks of climate change and the implications for Council services and communities and adapt accordingly;
- to encourage all sectors in the local community to adapt to the climate change impacts
- to monitor progress and publish results.

So far, over 200 local authorities have signed the declaration. It was noted that DEFRA had recently published proposed guidelines on climate change, these may well turn into Performance Indicators in the future. By signing the declaration, the Council would go a long way in meeting the proposed BVPIs.

Currently the Council's Environmental Co-ordinator is pursuing various initiatives such as organising a green festival in Buckhurst Hill, holding an energy efficiency week and a warm homes initiative, going out and talking to schools, writing informative articles in the local press and has produced an informative DVD. There is also an event planned for 28 November for local businesses. Internally, council staff have been made aware of the need to switch off machines when going home at night, an audit is planned for the near future on what the council does and from the results improvements can then be agreed upon. They are also seeking advice from the carbon trust, who will be looking at the council's fleet of vehicles and how planning and development works. In the future the funds gained from savings made could be reinvested into more efficiency savings.

Asked if a district audit was carried out, the Environmental Co-ordinator replied that there was an east Essex group, that the Council worked with, that was looking into home energy information. The Housing Services have to produce a figure of the tonnage (of carbon) put into the atmosphere per year.

Councillor Ulkun asked that as the Council was aiming to be in the top 25% of councils, are the targets sufficient to enable us to do this. Do we know if our Council houses are energy efficient and have we done the calculations on the council offices? The Environmental Health Manager said we were aiming for the right targets but were waiting for the new BVPIs to come in. As for our housing, we need to start at the lowest level savings and work our way up including private houses. There are grants available to offer as incentives to home owners.

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Councillor Bateman requested that climate change should be recognised as ‘one of the’ most important issues facing the country at present and not necessarily ‘the’ most important.

The Chairman recognised that if the Panel recommended that the Cabinet sign the declaration, it would place certain obligations on the Council. The Head of Environmental Services commented that if the Council signed up it would commit us to do something year on year. Some improvements would be easy and cheap to do, others would be more difficult, and Cabinet must be made aware of this.

The Chairman commented that in the future this Panel should call for updating reports on procedures and actions implemented from the various Portfolio Holders.

Councillor Mrs Cooper asked if an audit could be carried out to establish a baseline from where we start. The Environmental Health Manager replied that the Carbon Trust could carry that out for the Council.

Councillor Mrs Wagland sounded a warning note when she commented that the upfront costs were always high and that there would be a need to juggle priorities. There may be a need to invest a lot of money in the early stages to reap long term benefits. The Environmental Health Manager replied that there was nothing in the agreement that said that the Council had to spend money. A lot of it would be down to changing hearts and minds. All big decisions would have to go to Cabinet, who will make a decision based on the merits and the budget considerations for each one.

### **RESOLVED:**

- 1) That the Panel considered the Nottingham Declaration as requested by Council on 24 April 2007.
- 2) That on consideration the Panel recommends to Cabinet that the Council becomes a signatory to the Declaration.
- 3) That consideration be given to future actions to be taken by the Council to address Climate Change including:
  - (a) the role as the Council as estate managers, as service providers and as community leaders.
  - (b) The development of a community-wide strategy and action plan, prioritising one or two significant service areas.
  - (c) Adaptation and mitigation measures.
  - (d) Any other issued raised.
  - (e) That the above issues are considered by this Panel.
- 4) That further reports be submitted to this Panel and the Panel’s work plan be adjusted to accommodate this review.
- 5) That an audit be carried out to establish a baseline for the Council at the start of the agreement, to enable progress to be measured.

## **26. Nazeing Focus Day - Final Report and Action Plan**

The Head of Planning Services and Economic Development reported that this has been considered by a couple of sub-groups, whose combined efforts had produced the action plan based on previous drafts. The Senior Planning Officer added that outside groups had been consulted. He highlighted item 11 of the action plan, saying that it was important that a working group be established to monitor progress against the action plan. The Panel noted that there were some key staff changes happening at County level, which would have some effect on the implementation of the action plan.

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Councillor Mrs Cooper acknowledged that the action plan was sound but was very dubious about getting the plan implemented, as most of these actions have been asked for before, but had not been actioned by County and the other responsible authorities.

The Panel considered each of the 12 action points in turn, noting that the plan was an evolving working document.

1. Monitoring Framework – noted the action point to get traffic movement survey data. This would be largely down to Essex County Council as the Highways Authority to collect. Councillor Mrs Cooper was worried that the actions arising from this data collection would not have any ownership.

**RESOLVED** – that the formal request at 1(b) for a copy of the results of the video traffic survey, be made by mid September 2007.

2. Essex County Freight Strategy – Noted that the County officer dealing with this issue has left the County's employ. Officer to follow this up. The Panel would consider the strategy and would be a respondent on the anticipated consultation.

3. Bridge Issues – Noted that item 3 (c) was out of the District Council's hands, but officers would monitor. The Head of Planning and Economic Development said that he thought that item 3 (b) should be put under item 1 as it was to do with monitoring.

4. Enforcement & Road Safety – noted the response from Essex Police on enforcement issues – action plan to be updated accordingly. More information would be needed, this should be pursued by officers and brought back to our next meeting.

Councillor Mrs Cooper wondered if chicanes would prove effective in calming the traffic. The Head of Environmental Services replied that under the current County Speed Policy these were not possible in a location such as Dobbs Weir Road. He would be happy to get a copy of the current rules used by the County and put them in the Members Bulletin.

**ACTION:** The Head of Environmental Services to circulate the current rules used by County via the Members Bulletin. A copy is also attached to this set of minutes.

5. Signage – there is a need to find out from the West Area Highways Office of their assessment on the current signage in Nazeing.

6. Goods Vehicle Licensing – The Panel decided that they would like a representative from the Vehicle & Operator Services Agency (VOSA) to give a presentation and answer questions on the licensing of sites. This should be arranged for before December if possible. Other members should also be invited to submit questions, once this had been arranged.

**RESOLVED:** that a representative from VOSA be invited to give a presentation to the Panel sometime before December 2007 if possible.

7. HGV/LGV Access Permits – the Chairman asked that the Panel be appraised of the criteria used by Essex County Council for the issuing of permits.

**ACTION:** that the criteria used by Essex County Council be brought to the Panel at a future meeting.

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8. Planning Matters – noted that these were mostly long term issues and an eye should be kept to relevant government policies.

Councillor Mrs Borton (Nazeing Parish Council) noted that item 6 was linked to item 8(b). She requested background information on the links with Planning and Planning Enforcement. The Senior Planning Officer commented that they were trying to bring as much environmental weight to their policy as possible. Councillor Mrs Borton commented that it was important that planning officers speak to local residents and heed what they say. The Senior Planning Officer replied that the focus day was a start to this.

Councillor Ulkun commented that the District Council should have a long term policy to control industrial growth in the Nazeing area and not allow it to proceed a little at a time.

The Head of Planning Services and Economic Development said that in relation to 8(e) he had met the Leader of Broxbourne Council and they are aware of the need for consultations on the impact of the Canoe Slalom venue, and as far as 3(c) they are trying to ensure that the bridge is improved for the Olympics.

9. Cross Boundary Working – noted that the views of the Panel could be put to the next Enfield, Essex and Hertfordshire Border Liaison Group meeting.

10. Glasshouse Industry – noted the plan.

11. Implementation – The Panel is to decide the composition of the proposed working group at its next meeting.

12. Review Focus Day – On consideration the Panel agreed that the next Focus Day should be held in March 2008.

**RESOLVED:**

- 1) That the Panel considered and endorsed the Action Plan for the Nazeing Focus Day.
- 2) That the Panel authorised the Head of Planning and Economic Development to make any subsequent changes, to be reported in the Council Bulletin and to the next Panel meeting.
- 3) That the arrangements for monitoring the actions were agreed and are as listed in the Action Plan or as amended at this meeting.
- 4) That a follow up Focus Day be arranged for March 2008.

**27. Parking in Residential Area/Review of Local Area Agreement**

The Head of Environmental Services introduced the interim report on of street parking and the Highways Local Service Agreement.

It was noted that:

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i) the recommendations from the 2005 review including commuter parking had still to be sorted out. However the Panel can ask the new West Area Highways Manager to come to a future meeting to answer questions on parking.

**AGREED:** that the West Area Highways Manager be invited to a future meeting of the Panel.

ii) the District does not have any direct management control in respect of highway maintenance since the Agency reverted back in April 2005. The EFDC budget for parking reviews etc. was under considerable pressure, in the main arising from the costs of the County Legal Services for their services and advertising the schemes in the local press.

iii) the Local Services Agreement has been assessed by our Legal Services (the agreement is currently under review by County).

iv) it was a lengthy and expensive process to take people to court for illegal parking on grass verges etc. and in enforcing the rules in one area creates problems in other areas.

v) there was still the need to pick through the strategies to sort out what the Local Plan says in relation to issues raised.

Councillor Bateman wanted to add items to the list, The Head of Environmental Services replied that this was a list for members to add to if they thought it appropriate and they could get cabinet to agree. The next list is going to the Cabinet in October, but the issue of resources should be kept in mind.

The Panel wondered about having to advertise parking schemes in the local press, it was expensive and rarely reached the right people, however it was still a legal requirement and had to be undertaken, despite the costs.

The Panel wondered if a sub group could be set up to examine the environmental impact of parking to liaise with the public and other official bodies. However, there was the Town Centre and Car Parks Task and Finish Panel still in operation and it should be ascertained exactly what they have been tasked to do so that the Task and Finish Panel and this Panel does not work to cross purposes.

Councillor Mrs Wagland asked if the 6 monthly review was still going ahead, especially in Buckhurst Hill. The Head of Environmental Services said that he had not heard anything to the contrary from the Portfolio Holder.

The Panel wanted to know when they could see a revised draft of the Local Service Agreement.

**RESOLVED:**

- 1) That the current position regarding the Highways Local Service Agreement, off-street parking and highways schemes within the district be noted;
- 2) That the new West Area Highways Manager be requested to attend the Panel's next meeting in October.

**28. Clean Neighbourhoods and Environment Act 2005 - Sub - Group**

**RESOLVED:**

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That a sub-group be set up consisting of Councillors Angold-Stephens, Mrs Sartin and Mrs Whitehouse to consider:

- I. the Clean Neighbourhoods and Environment Act 2005 and the Rogers Review of Enforcement Priorities; and
- II. the matters relevant to the Council and to make recommendations on how they could be pursued.

**29. West Area Joint Waste Committee Minutes of the Last Meeting on 15 August 2007**

Noted that:

- the Memorandum of Understanding had now been signed by the Cabinet and Essex County Council informed;
- consideration was being given to the current Joint Committee structure with a view to possibly moving from 3 committees to 2; and
- the Business Plan will need to be updated.

**30. Reports to be made to the Next Meeting of the Overview and Scrutiny Committee**

Noted that the Chairman will need to report to the next Overview and Scrutiny Committee that:

- i) That on consideration the Panel recommended to Cabinet that the Council becomes a signatory to the Nottingham declaration.
- ii) That clarification is sought about the difference in work carried out by the Town Centre and Car Parks Task and Finish Panel and parallel work carried out by this Panel especially the desire for this Panel to look at parking environmental issues.
- iii) That the new West Area Highways Manager be invited to the October meeting of this Panel.
- iv) That the Nazeing Action Plan was agreed.
- v) That the Panel keeps a watch in brief on travellers issues generally in the district.
- vi) That a representative from the Vehicle and Operators Services Agency be invited to give a presentation to the Panel on the licensing of sites.

**31. Future Meetings**

Noted that the next meetings for this Panel were scheduled for:

29 October 2007,  
20 December 2007,  
28 February 2008, and  
23 April 2008

**CHAIRMAN**

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helping to  
maintain  
**safe speed**  
on our roads



# foreword

## Speed Management Strategy and Policy for Essex



Councillor Rodney Bass  
Cabinet Member with responsibility  
for Highways and Transportation



Councillor Robert Chambers  
Chairman, Essex Police Authority

Essex County Council developed this Strategy in partnership with Essex Police. One of the five pledges in the context of the Council's overall agenda for the next four years is to get Essex moving again. This Speed Management Strategy is central to delivering that pledge.

Reducing speed is an important part of the Strategy, through which we will aim to reduce the number of accidents caused by speeding in the county. The careful management and enforcement of our road network will aim to ensure that traffic travels in a way that is appropriate, efficient and considerate of other road users.

This Strategy will complement other Council and Police policy initiatives. We will continue to work together, and with other partners as necessary, to make Essex a better place to live, work and travel.

A handwritten signature in black ink, appearing to read 'Rodney Bass'.

Councillor Rodney Bass  
Cabinet Member with responsibility  
for Highways and Transportation

A handwritten signature in black ink, appearing to read 'Robert Chambers'.

Councillor Robert Chambers  
Chairman, Essex Police Authority

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# speed management strategy and policy statement

**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 Strategic Traffic Management Road Network, but also supports the needs of local communities and non-motorised road users on the Local Traffic Management Road Network (definitions page 6).**

Road congestion, particularly on the Strategic Traffic Management Road Network, 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 Strategic Traffic Management Road Network in Essex as a priority. In practice, this means that where choices have to be made on roads forming the Strategic Traffic Management Network, 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.

Road transport is a major source of air pollution. Essex County Council is committed to reducing air pollution and other forms of pollution through its

Corporate Environmental Stewardship Strategy. Speed management can help achieve targets for reducing the level of greenhouse gas emissions and noise pollution.

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.

As partners in the Essex Safety Camera Partnership (along with Essex Magistrates' Courts, Highways Agency, Thurrock Council, Southend-on-Sea Council and Essex Primary Care Forum), Essex Police and Essex County Council aim to provide efficient and effective speed enforcement. Cameras are located, in accordance with Government criteria, where they will have the maximum effect on casualty and speed reduction.

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 identify 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.

Where speeding occurs in villages or urban areas without a record of injury accidents, Essex Police will deal with these reactively whenever witnessed. If the challenging Government targets for casualty reduction are to be achieved, and road safety in Essex is to be maintained or improved, it is essential that speed enforcement be targeted in the first instance at sites where it will result directly in fewer casualties. However, 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 enforcement, even if there is no injury accident record.

To provide enforcement where speed is causing environmental or social disadvantage, the County Council and Essex Police will, through the Safety Camera Partnership, 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.

Through the Speed Management Strategy and Policy we aim 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 Safety Camera Partnership will pursue the provision of additional enforcement for communities.

Overall, we hope the Speed Management Strategy and Policy 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 strategy

# the strategy objectives

**The Speed Management Strategy for Essex sets out the objectives and implementation of speed management in Essex until 2005 and replaces the Speed Reduction Policy set in 1997. The main aims set out in that policy remain broadly the same and have been incorporated into this new Strategy.**

You will need to read the whole of this document to understand what we would like to achieve in relation to speed management within the next three years and how we intend to accomplish this. This Strategy is determined by both national and local policies and has drawn on detailed information provided in the former Department of the Environment, Transport and the Regions' "New Directions in Speed Management – A Review of Policy", as well as many papers produced by Road Safety and Traffic Engineering professionals.

The Transport Act 2000 deals with a multitude of transportation issues and includes provision for the development of a Rural Road Hierarchy. Essex County Council has participated in studies to examine this issue, but Government guidance is still awaited. This Strategy may, therefore, need to be reviewed within its three-year life, depending on Government policy direction.

## **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.**

The strategy refers to a **Strategic Traffic Management Road Network**. This has yet to be finalised, but will comprise most existing A classified roads, most existing B classified roads and some C classified roads, which provide the main traffic distribution function in any given area. Some A and B roads may not be contained within the Strategic Traffic Management Road Network if there are more suitable travel routes within that area. The development of this network is outlined within this strategy and will be subject to consultation.

The remaining roads will form the **Local Traffic Management Road Network**. This network will comprise both urban and rural roads, which may need to be treated in different ways depending on their function within the area. It might be necessary to develop policies which take account of the different roles of local urban roads and local rural roads in the travel and leisure functions within the wider environment.

Where the term '**urban**' is used in this document it refers to the built-up area. It does not necessarily relate to the existence of a 30mph speed limit.

# 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.**

**PLAN 1 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 via the Safety Camera Partnership at sites that meet the agreed national criteria.**

Action	Completion Date
1.1 We will review the enforcement strategy of the partnership on an annual basis to facilitate the optimum deployment of cameras. (see Safety Camera Partnership, appendix a, page 14).	Continuous
1.2 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 target as outlined in "Tomorrow’s Roads - Safer for Everyone".	Continuous

**PLAN 2 We will aim to reduce delays during peak periods on the identified Strategic Traffic Management Road Network.**

The purpose of reducing delays on the Strategic Traffic Management Road Network during peak hours is to attract drivers to stay on these routes rather than to seek alternative routes through residential areas. This will improve air quality and quality of life in the residential area, as well as contributing to a reduction in vehicle emissions on the key routes if vehicles maintain a constant speed. This will also reduce the volume of traffic on unsuitable routes, thereby encouraging cycling and walking as an alternative mode of transport in the urban area. A summary of the congestion relief plan is contained in appendix b, page 16.

Action	Completion Date
2.1 We will identify, through liaison with District/Borough councils, a Strategic Traffic Management Road Network, which will comprise routes identified as having a traffic distribution function and which will include key radial and inter-urban routes. The Local Traffic Management Road Network will comprise the remaining roads.	2004
2.2 We will keep the identified Strategic Traffic Management Road Network, including emergency service ‘Green Wave’ routes, free from physical speed reducing measures. Once identified, these routes will be plotted on a digital mapping system to facilitate the management of the county network.	Identify by 2004. Plot by 2005.

Action	Completion Date
2.3 Where choices need to be made on roads forming the Strategic Traffic Management Road Network, the efficient movement of motorised vehicles will be maintained. However, safety of non-motorised users must not be compromised.	Continuous
2.4 We will develop and implement a Congestion Relief Plan (For further information see appendix b, page 16)	2003 onwards see plan

### PLAN 3 To improve safety for all road users

The current A and B classified roads provide the main traffic distribution function in Essex. These roads comprise approximately 20% of the entire road network, but approximately 60% of injury accidents occur on them. Where it is identified that accidents could be reduced by improving the surface, alignment or signing or by redirecting certain classes of vehicle, funding will be made available for cost effective improvements, such that the desired function of the route can be fulfilled in safety. On local roads in the urban area and in villages, the safety of all road users must be maintained, but we will take all opportunities to improve the safety of non-motorised users where it may be adversely affected by vehicle speeds. Appropriate speed limits with low levels of compliance should be supported by engineering measures or enforcement.

Action	Completion Date
3.1 We will monitor the effect of this strategy to determine whether it is contributing to the national targets set for road casualty reductions as stated in the Local Transport Plan.	2005
3.2 We will monitor selected sites and use police speed data to determine compliance levels in 30mph speed limits through towns and villages and in national speed limits.	Annually

### PLAN 4 To investigate the use of appropriate measures to reduce speeds outside school frontages.

Action	Completion Date
4.1 We will encourage Central Government to produce national guidelines for the treatment of areas outside schools.	2003
4.2 We will support the development and implementation of 'School Safety Zones' designed to increase driver awareness and improve compliance with speed limits outside schools at school times, on the Strategic Traffic Management Road Network where the speed limit is greater than 30mph.	Continuous



Action	Completion Date
4.3 We will monitor the effect of decriminalised parking enforcement on the road environment outside schools where there is a School Crossing Patrol.	Continuous
4.4 We will continue to support the implementation of Safer Journeys to School projects and School Travel Plans.	March 2006

**PLAN 5 To investigate the suitability of new technology to increase driver awareness and compliance with speed limits.**

Action	Completion Date
5.1 We will support appropriate research into new technology to reduce vehicle speeds, focussing towards rigorous enforcement of speed limits, with total information to the driver to encourage compliance. A current project, known as ‘Probe IT’ aims to develop a position-related dynamic in-car information system, that will provide drivers with information including speed restrictions, warning signs and advice on approach speeds to certain hazards. The County Council is providing test data.	Test data by Oct 2003.  Full data if required by Dec 2005
5.2 We will continue to undertake trials and evaluate evolving (authorised) technologies such as variable speed limits and speed activated variable message signs to determine appropriate use, cost effectiveness and their effect on driver behaviour.	12 month trial. Evaluation by Mar 2005

**PLAN 6 To support the objectives of the Road Safety Strategy**

Action	Completion Date
6.1 We will support appropriate national and local campaigns to increase awareness of speed related issues.	Continuous
6.2 We will actively promote the regional ‘Commitment’ campaign, which asks individuals, parishes and other organisations to make a pledge to respect speed limits.	Continuous
6.3 Working with other authorities in the region, we will promote the "For my Girlfriend" campaign which targets young male drivers, who are still over-represented in accidents where speed is a contributory factor, and the ‘Share the Road’ campaign encouraging all road users to respect each other.	Continuous
6.4 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.	Continuous

**OBJECTIVE 2 To promote the appropriate use of the different types of road and environment.****PLAN 7 Essex County Council will request that Central Government expedites the production of guidance detailing the criteria for the introduction of a rural road hierarchy and covering rural speed limits, as indicated in the Transport Act 2000.**

Action	Completion Date
7.1 We will encourage Central Government to clarify whether a lower national speed limit should be introduced on the Local Traffic Management Road Network.	2003

**PLAN 8 We will continue to work with Essex Police to facilitate speed enforcement in communities where excessive speed is resulting in injury accidents, or environmental and social disadvantage.**

Action	Completion Date
8.1 We will continue to work with Essex Police and the other partners in the Essex Safety Camera Partnership to examine the possibility of providing a managed enforcement strategy at community sites where speeding is a problem.	2004

**PLAN 9 We will continue to work with other organisations and departments to support the introduction of Home Zones in appropriate areas.**

Action	Completion Date
9.1 We will encourage Central Government to produce regulations/guidance on the implementation of Home Zones.	2003

**PLAN 10 We will facilitate the development of a policy governing the introduction of Quiet Lanes on appropriate roads.**

Action	Completion Date
10.1 We will encourage Central Government to produce guidance on the introduction of Quiet Lanes.	2003
10.2 We will develop criteria for the introduction of Quiet Lanes in association with the Strategic and Local Traffic Management Road Networks and advice/guidance from Central Government.	2004 subject to DfT

Action	Completion Date
10.3 In conjunction with the Local Traffic Management Road Network we will examine the possibilities of using Quiet Lanes to extend and link individual lengths of public rights of way to form a cohesive leisure network and to maintain safety along identified cycle networks.	2004
10.4 Once the criteria are established, we will work in partnership with the districts and parishes to identify those routes where the traffic volumes and road environment are such that the road would meet the criteria to achieve designation as a Quiet Lane.	2004

**PLAN 11 We will develop and sign Large Goods Vehicle (LGV) routes in accordance with the Freight Distribution Strategy, with the aim of keeping lorries on the Strategic Traffic Management Road Network for the majority of their journey and travelling at appropriate speeds.**

The draft Freight Distribution Strategy aims to encourage freight onto rail or water. However, for that remaining on the road, the intention of a signed LGV route network is to provide a good, clear network for the distribution of goods and to encourage lorries to use the roads designated as strategic routes, as these will be maintained to a higher standard than local routes. If LGV drivers are provided with informative, accurate and consistent signing to their destination along routes which are intended to accommodate higher volumes and speeds than local roads, it is more likely that they will use these routes rather than seek alternatives. Once these routes are developed, Traffic Regulation Orders can be implemented to further protect communities if required, although options for effective enforcement of such regulations will need to be explored.

Action	Completion Date
11.1 We will develop a network of Large Goods Vehicle (LGV) routes that will tie in with the Strategic Traffic Management Road Network to enable freight to travel on appropriate roads and at appropriate speeds.	2005
11.2 We will, in consultation with neighbouring authorities where appropriate, develop a programme for signing both appropriate and inappropriate routes and produce maps for LGV drivers and operatives subject to funding and environmental consideration of the proposed signing.	2006

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

**PLAN 12 We will undertake a comprehensive review of all speed limits, based on the intended function of the route.**

Action	Completion Date
12.1 We will identify and record existing speed limits on a digital map-based system that will be used as the basis for the review. The review will then be conducted in line with the Strategic and Local Traffic Management Road Networks detailed in 2.1.	Identification and recording by 2005

**PLAN 13 We will implement all speed limits in accordance with this strategy and policy document to protect the integrity of the speed limit sign as a speed-reducing feature.**

Road markings such as road roundels and dragon’s teeth are visually intrusive in the rural environment. We wish to enable villages to create an identifiable boundary, but without resorting to measures that are more at home in an urban environment. Parish councils have increasingly requested the ability to design their own "soft" gateway features. The practice of regulating the gateway signing may have stifled the ability of Essex villages to develop an identifiable local boundary. The change in policy is to enable the development of different styles and distinctive local features.

Action	Completion Date
13.1 We will sign the speed limit within urban areas that meet the driving environment criteria laid down in Government advice document CR 1/93 at a maximum of 30mph, except for routes forming the identified Strategic Traffic Management Road Network that have minimal frontage access to property and have suitable alternative facilities for cyclists and pedestrians. These may be signed at higher limits.	2005
13.2 We will implement a 30mph speed limit in every village on the Local Traffic Management Road Network, where requested by the Parish Council, providing that the limit is supported by the District Council and the local County Councillor. A "Village" will be defined as ‘a named community comprising an extent of at least 383 yards (350m) of continuous development, the majority of which is set back no more than 10m from the carriageway, on both sides of the road, but which may include lengths where development is extended on one side of the road only, providing that this appears obvious to the driver as being a community and where they may be likely to encounter some movement of walkers, cyclists or horse riders’.	Continuous

Action	Completion Date
<p>13.3 Other than on the identified Strategic Traffic Management Road Network, we will consider restricting speed to 20mph, in accordance with our policies, within recognised communities or special areas where there is a high level of pedestrian, cyclist or equestrian movement or potential for increasing such movements and there is significant support from that community. The proposal must be supported by the Parish/Town Council (as appropriate), the District Council and the local County Councillor.</p>	Continuous
<p>In villages, residents’ perception of the danger posed by vehicle speeds appears to be the driving force behind calls for lower speed limits. The County Council accepts that some residents do not want the national speed limit applied to their village. However, it is also recognised that some residents dislike the types of engineering measures required to slow traffic, including the signs required to inform drivers of the speed limit itself. It is accepted that in many instances the use of speed limit signs alone is unlikely to achieve any significant reduction in speeds. However, in order to protect the unique rural identity of the village, speed limit signs or gateway features will be used as the first single measure to determine whether driver compliance can be achieved.</p>	
Action	Completion Date
<p>13.4 We will introduce environmentally sensitive engineering measures on an incremental basis to support appropriate village speed limits. Any new village limit will, therefore, normally be implemented using only the speed limit signs or a ‘gateway’ in the first instance. Additional recognised measures throughout the limit will only be implemented if monitoring shows that the required level of compliance is not being achieved or the route is identified as an AR2010 site, route or area. (AR 2010 is Essex County Council’s accident reduction programme).</p>	Continuous
<p>13.5 Parish councils, in consultation with the District Council, will be encouraged to design, implement and maintain entry treatments that are individual and allow local distinctiveness of style in order to increase drivers’ awareness of the community. Such measures must have the necessary authorisations or planning permissions if required.</p>	Continuous
<p>13.6 We will use yellow backing boards only where necessary to highlight entry to a lower speed limit or a hazard at an accident location. Their usefulness has been eroded by inappropriate use. An audit of existing boards will be undertaken to ensure that the criteria for placement is met. Boards not meeting the criteria will be removed from signs when they need to be replaced.</p>	Continuous

# appendix a

## the essex safety camera partnership



The **Essex Safety Camera Partnership** is a partnership between:

- Essex County Council
- Southend Borough Council
- Thurrock Council
- Essex Police
- Essex Magistrates' Courts Committee
- Highways Agency
- Essex Primary Care Forum

The partnership is run by a Steering Group, which has representatives from all the partners on it.

There are currently around 115 fixed camera sites and 375 mobile sites in the partnership area. This does not include cameras used for safety through roadworks on motorways and trunk roads.

### What are the accident and speed criteria?

The present criteria for a fixed camera to be provided are:

- 4 KSI (killed or serious injury) accidents and 8 PI's (personal injuries) over a three year period over a minimum 1km stretch of road and
- 20% of vehicles using the road exceeding the speed limit.

The present criteria for a mobile camera are:

- 2 KSI's and 4 PI's over a three-year period over a minimum 1km stretch of road and
- 20% of vehicles using the road exceeding the speed limit.

### Site selection

The accident database is analysed every three months to identify potential sites/routes that meet the accident criterion required for camera enforcement. A 24hr speed and volume survey is then undertaken to determine whether the speed criterion is met. Potential sites can also be assessed following requests from the Districts or Area offices and from the public.

A list of sites/routes meeting both criteria is then sent to the County Council Area Offices and District Councils for their information and comments, in particular, as to whether the route has already been identified for treatment by other means.

The sites are then put into the programme. For fixed sites, a site meeting is undertaken by the Highway Authority, the police and the camera installers to agree a suitable location for the camera housing. This depends on environmental, operational, visibility, and health and safety suitability. The police officers determine the exact position of mobile sites based on the same constraints.

### Visibility Rules

Camera warning signs need to be placed on the approach to fixed or mobile speed enforcement sites. Normally these are

placed within 1 km of fixed camera housings and at the beginning of a route for mobile enforcement sites. Signs must comply with those specified in the current Traffic Signs Regulations and General Directions. Camera Repeater warning signs are placed approximately 500m between the boundary sign and the enforcement site.

The camera housings for fixed speed cameras should be yellow. In certain circumstances however, if the backdrop is such that yellow will not be easily seen, or if it would be environmentally damaging in, for example, an area of Outstanding Natural Beauty, an application can be made to the Project Board to consider an alternative colour.

All camera housings should be visible to road users and not hidden behind bridges, signs, trees or bushes. The minimum visibility distance needs to be 60 metres where the speed limit is 40 mph or less and 100 metres for all other limits. All fixed sites are monitored every 6 months to ensure that they continue to conform to the visibility guidelines. (Speeds are also monitored every 6 months).

For mobile cameras in Essex, the camera enforcement vehicles will be clearly marked with reflective strips. The Police Officers with the vehicles need to be wearing their

fluorescent jackets and follow Health and Safety guidelines, in terms of having a safe place for the van and themselves and space for a mobile camera tripod to stand.

The mobile camera locations are also made available to the public through local newspapers, public service announcements on the radio and via the Essex Police and Partnership websites.

### **Public Acceptability**

The Essex Safety Camera Partnership works hard to achieve and maintain public acceptability of safety cameras. The latest results for our annual drivers' and residents' surveys are very positive. The residents' survey was sent out for the first time in 2003 to residents living in the vicinity of a safety camera at a selection of sites all over the county.

75% of respondents supported the use of speed cameras across Essex. 60% thought cameras had a beneficial effect on road safety in the area and 54% thought that the speed camera had reduced speeds in their area.

The full results of both surveys are available on the partnership web site **[www.essexsafetycameras.co.uk](http://www.essexsafetycameras.co.uk)** under the public opinion section.



## appendix b

# summary congestion relief plan

	Actions	Completion Date
1	Identify a road maintenance hierarchy so that planned events, such as road works, can be controlled to minimise delays on important traffic routes.	2004
2	Tie in the maintenance hierarchy with the Traffic Distribution Network to ensure that the Traffic Distribution Network is protected.	2005
3	Introduce, in co-operation with emergency services, measures to minimise the disruption caused by unexpected events such as accidents.	Complete
4	Develop and implement a programme of planned replacement of unreliable traffic signals to eliminate the delays caused by unexpected failure and to exploit the benefits of new technology.	Started 2003 ongoing
5	Develop criteria for new transportation proposals, major maintenance works and statutory undertakers works to be subjected to a capacity audit and to develop audit process.	2003
6	Optimise the operation of traffic control systems to ensure maximum efficiency by reviewing all traffic signals on a rolling programme, prioritising known congestion sites on Traffic Distribution Network.	Start 2004 then ongoing.
7	Purchase mobile cameras and develop a programme of use to monitor traffic conditions and identify the source of delays.	2003
8	Identify sites of regular congestion and investigate options for improvement on a priority basis.	Ongoing
9	Introduce measures to encourage the use of modes of travel alternative to the private car. These will be vigorously pursued unless such measures reduce capacity for general vehicular traffic.	2003 onwards
10	Implement a traffic control centre for Essex that will monitor congestion, provide real-time travel information to road users and improve co-ordination with the Highways Agency on trunk road and motorway operations.	2004



# the policies speed limits

The medium-term plan set out in this strategy is to identify and document a Strategic Traffic Management Road Network and a Local Traffic Management Road Network. This work will identify the function of each route and will permit a comprehensive review of all speed limits to be carried out, based on that function. The policies detailed below may need to be reviewed in the light of that information, to ensure that the aim of providing consistent and achievable speed limits is continued and to allow a holistic approach to the provision of a safe and free-flowing highway network.

However, until this new hierarchy is delivered, speed limits must continue to be implemented in a consistent way and must appear sensible to the driver. If drivers cannot understand why a limit is in force, many are unlikely to comply with it. The environment is the major determining factor in speed choice, so drivers should expect to see the same limits in similar environments. This consistency breaks down if exceptions are made and, as a result, drivers encounter unexpectedly low limits. These limits are the most likely to be abused but bring other limits into disrepute and negate the education and encouragement elements of the strategy, which are based upon drivers perceiving the different categories of limit as sensible.



6.4.1. 20mph Zone

This policy allows Variable Speed Limits (VSL) to be implemented where it is felt that a reduction in speed for a specific time period would be especially beneficial to non-motorised road users. Whilst the policy criteria are broad, so as not to rule out locations where VSL may be of benefit, it is considered that the most likely situation where such limits may be appropriate will be in the vicinity of schools on the Strategic Traffic Management Road Network where speed limits are above 30mph.

The aim of this policy is to achieve clear, consistent signing of limits that allocate appropriate speeds for different road functions and enable drivers to understand the reasons for the applied limit. It aims to ensure that, whilst drivers on the Strategic Traffic Management Road Network are not restricted unnecessarily, the needs of other road users, residents and the environment can be accommodated.

## POLICIES

### 1. LOCATION OF PERMANENT 20mph SPEED LIMITS

20mph speed limits or areas may be implemented using 20mph zone signs (within which physical measures **must** be used, in accordance with the TSR&GD 2002, every 100m, but which will not require individual signing) or by using 20mph speed limit signs (which will have associated repeater signs and **may** have physical measures, but these must be individually signed and illuminated).

20mph zones containing physical calming measures would be particularly appropriate where there is an existing record of injury accidents to children occurring over an area or where concentrations of non-motorised users are anticipated. Such zones could encourage walking, cycling or horse riding.

20mph limits using signs only would be appropriate where the existing mean speed in a road is 24mph or lower and where the costs of physical measures could not be justified. However, the pressure placed on local police forces by the Crime and Disorder Act to enforce such speed limits must be considered. Early liaison with the police is therefore essential.

For the purposes of these policies, 'limits' includes zones signed using diagram no. 674 of TSR&GD 2002

1.1. Permanent 20mph speed limits will not be permitted on the Strategic Traffic Management Road Network or on green wave or other emergency service routes.

1.2. All 20mph speed limits must be approved by Essex County Council's Cabinet Member with responsibility for Highways and Transportation.

1.3. 20mph speed limits may be implemented:

- only where it is essential that speeds be reduced to 20mph. (i.e. physical/ engineering enforcement of the existing 30mph limit would not address the problem) and
- where reduced speeds will not cause environmental nuisance due to queueing traffic.

1.4. 20mph speed limits relying only on signing may be implemented only where the existing mean speed is 24mph or lower (based on a 12 hour count)

1.5. 20mph limits (signed using diagram no. 670 of the TSR&GD 2002) and 20mph zones (signed using diagram no. 674 of the TSR&GD 2002) will not be permitted adjacent to each other.

1.6. 20mph speed limits should seek to make improvements to:

- the injury accident record – particularly for non-motorised users.
- air quality.
- noise levels.

1.7. Speed readings and casualty numbers must be recorded before implementation and six months after implementation of the limit and provided to the County Council. The DfT requires this information. Consideration should also be given to taking before and after readings on routes

adjacent to any scheme involving physical measures, if they may be used as an alternative, where it is considered that the scheme could generate complaints under the Land Compensation Act.

**1.8.** Development Control schemes on existing roads will be accepted only where the proposed limit meets this policy and subject to the public and statutory Traffic Regulation Order consultation procedures. As implementation of the limit is subject to this democratic process, provision is not automatic.

**1.9.** 20mph limits on new estate roads will be dealt with by the relevant Estates Section according to agency partnering arrangements and will be in accordance with the Essex Design Guide or its subsequent amendments. The 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.

## **2. Location of 30mph speed limits**

The Strategy states that we will sign the speed limit within urban areas, where the driving environment criteria in CR 1/93 are met, at a maximum of 30mph except for routes forming the identified Strategic Traffic Management Road Network, which have minimal frontage access to property and have suitable alternative facilities for cyclists and pedestrians. These may be signed at higher limits.

Although the Strategic Traffic Management Road Network is not yet available, most existing A and B roads will be included within the network. Districts should therefore aim to have the majority of their urban areas, excluding A and B roads where necessary, covered by 30mph speed limits in accordance with the following policies by 2005.

**2.1.** 30mph speed limits may be implemented:

**2.1.1.** on A and B class roads in accordance with the advice given in Department of Transport Circular Roads 1/93.

**2.1.2.** on A and B class roads where the 85th percentile speed is in excess of 36mph, provided that:

- a gateway is provided at the same time (see policy 6.1 or 6.2) and
- the length of the limit reflects the development criterion suggested in CR 1/93 but being a minimum of 547 yards (500m) and
- speed is monitored by the order-making body within one year after implementation and
- if the monitoring shows that the 85th percentile speed is over 36mph then physical measures must be implemented in accordance with Essex County Council's policies within 3 years of implementation of the limit.

**2.1.3.** on the Local Traffic Management Road Network, to define the boundaries of a village as defined in the Strategy as *'a named community comprising an extent of at least 383 yards (350m) of continuous development, the majority of*

*which is set back no more than 10m from the carriageway, on both sides of the road but which may include lengths where development is extended on one side of the road only, providing that this appears obvious to the driver as being a community and where they may be likely to encounter some movement of walkers, cyclists or horse riders’* providing that it is requested by the Parish Council and is supported by the District Council and the local County Councillor.

2.1.4. with the approval of Essex County Council’s Cabinet Member with responsibility for Highways & Transportation, to extend an existing 30mph village limit on the Local Traffic Management Road Network, provided that:

- the proposed extension is requested by the Parish Council and has the approval of the District Council and the local County Councillor and
- the village limit has been in place for at least 12 months and
- implementation incorporates promotion or ‘refreshment’ of the ‘Commitment’ campaign within the affected community and
- the maximum extended length will be 1/4 mile (400m), which may be provided only at one end of the limit or may be divided to provide extensions at both ends, which between them will total no more than 1/4 mile (400m). An extension will not be permitted if this would leave properties situated just outside the new extent of the limit. It is

suggested that most or all of the following criteria should be met before a request is made to the Cabinet Member with responsibility for Highways & Transportation:

- a the Parish council can provide documented/photographic evidence of at least 2 accidents within the last 3 years in the proposed length to be extended.
- b within the proposed length to be extended there is a conspicuous entry or egress to a school/playing field or village/church hall or church, commercial premises/farm or similar traffic generator.
- c a footway would have been provided to cater for existing pedestrian movement (or additional movements likely to be generated due to development or provision of a Safer Journey to School Walking Bus) but due to environmental considerations it would not be feasible or desirable to provide one.
- d the road forms part of an identified and conspicuously signed route used by cyclists, pedestrians or horse riders.
- e the proposed length to be extended will cover more than 3 occupied properties within the 1/4 mile (400m).

2.1.5. by virtue of the existence of a system of street lighting. However any speed limit introduced must reflect the most appropriate speed according to the character of the environment. When new

systems of street lighting as defined in Circular Roads 1/93 are installed, for instance as part of a casualty reduction scheme or in association with development, either a Speed Limit Order must be made to reflect the most appropriate limit for the section of road or 30mph terminal signs must be erected to reflect the restricted road status.

### 3. LOCATION OF 40mph SPEED LIMITS

3.1. 40mph speed limits may be implemented:

3.1.1. On A and B class roads in accordance with the advice given in Department of Transport Circular Roads 1/93.

3.1.2. on A and B class roads meeting the criterion 3.1.1 except that the 85th percentile speed is higher than 47mph, as long as a gateway is provided at the same time (see policy 6.1 or 6.2).

3.1.3. on any road as a targeted casualty reduction measure for a section of route identified under the AR2010 programme where enforcement will be provided and information will be given to the driver to explain the presence of what may appear to the driver to be an unexpectedly low limit. Any information signs used must be authorised by the County Council and the DfT if necessary.

### 4. LOCATION OF 50mph SPEED LIMITS

4.1. 50mph speed limits may be implemented:

4.1.1. on A and B class roads in accordance with the advice given in Department of Transport Circular Roads 1/93.

4.1.2. on any road as a targeted casualty reduction measure for a section of route identified under the AR2010 programme where enforcement will be provided and information will be given to the driver to explain the presence of what may appear to the driver to be an unexpectedly low limit. Any information signs used must be authorised by the County Council and the DfT if necessary.

### 5. LOCATION OF VARIABLE SPEED LIMITS

It is presumed that, if speeds need to be reduced in the circumstances mentioned below, on the Local Traffic Management Network roads then permanent speed limits or other speed reducing features would be implemented. It is unlikely that the costs associated with implementing a variable limit could be justified and funds would be better spent making permanent speed reductions. On the Strategic Road Network, the presumption is that the speed limit would not be signed below 30mph.

5.1. Variable Speed Limits may be implemented:

5.1.1. only on the Strategic Traffic Management Road Network where the existing speed limit is above 30mph and  
5.1.2. only where enforcement (either by the police or through engineering measures) of the existing limit would not address the problem and

5.1.3. over a maximum length of 547 yards (500m) and

5.1.4. for a maximum of two periods during the day, each period being a maximum of 90 minutes and



5.1.5. at sites where high numbers of non-motorised road users mix with vehicles for short periods during the day.

## 6. SIGNING OF SPEED LIMITS

The signing of the limit should be considered before the consultation process is undertaken and the order made. It must be physically possible to site the signs and, in rural areas, the gateway features that may be used. Flexibility in the siting of the terminal signs is therefore permitted in so much as the start of the limit must appear sensible to the driver. Limits should not be extended outside the criteria in this policy by more than approximately 55 yards (50m) BUT the speed limit signs MUST match the description of the start and finish of the limit given in the order.

### 6.1. In urban areas

6.1.1. For limits on the Strategic Traffic Management Road Network implemented in accordance with the advice given in Circular Roads 1/93, limits will be signed in accordance with The Traffic Signs Regulations and General Directions 2002 or its subsequent amendments. However, gateways (see 6.1.2) may be provided where a 30mph speed limit marks the boundary of an urban area.

6.1.2. On the Strategic Traffic Management Road Network where the 85th percentile speed is higher than 36mph for a proposed 30mph speed limit or 47mph for a proposed 40mph speed limit, a gateway must be provided. This may comprise:

- speed limit terminal sign

- a grey backing board if the signs would otherwise be difficult to see against the background
- name of urban area where the start of the limit marks the boundary of the urban area which could be a sign to diagram no. 2402.1 of the TSR&GD 2002
- red transverse strips (see road markings policy)
- dragon's teeth
- wide edge margins.

6.1.3. If terminal signs are inconspicuous due to the nature of the background against which the driver views them and a backing board is considered desirable, grey should be considered in the first instance. Yellow backing boards may only be used to highlight entry into a lower limit where the signs would otherwise be difficult to pick out from their background.

### 6.2. In rural villages

6.2.1. On all roads where a 30mph speed limit defines the boundaries of a village as defined in the Strategy, entry gateways may be used where requested by the Parish Council and could comprise:

- a speed limit terminal sign.
- a traffic sign to diagram no. 2402.1 of the TSR&GD 2002 including the village name.
- a bespoke parish sign for which the necessary permissions must be obtained by the Parish Council.
- areas of planting for which the necessary licences must be obtained and which must be maintained so as



6.2.1. Village Gateway on a bypassed road



6.2.1. Type of sign positioned at Village Gateway



6.2.1. Example of a sign to a Village Gateway

not to create a road safety hazard by obscuring visibility or overhanging the carriageway.

- ‘monuments’ on the verge to enhance the village environment. These may include gates, posts, etc. on which signs may be placed. The necessary permissions must be obtained.

6.2.2. Monuments, planting and bespoke signs must not obstruct verges or pavements if pedestrians or horse riders use these areas and all bespoke measures will be subject to a safety check.

6.2.3. Traffic signs and rural measures in accordance with County Council policies may be funded from the Locally Determined Budget, but parishes would have to secure funding for the provision and maintenance of bespoke measures.

6.2.4. ‘Engineering’ measures will only be implemented throughout the speed limit if:

- the site is an identified AR2010 site, route or area.
- requested by the Parish Council and supported by the District Council and the local County Councillor and only then after a period of at least 12 months following implementation of the limit and only if the 85th percentile speed is above 36mph.

6.2.5. Where the existing village 30mph speed limit is being extended, the existing gateway feature will have to be moved to the new start of the limit. Existing features such as coloured surfacing and yellow backing boards will be removed from the old gateway and will only be replaced at

the site of the new one in accordance with this policy. The new gateway will provide an opportunity for the Parish Council to design a feature more in keeping with the rural environment.

### 6.3. SIGNING VARIABLE SPEED LIMITS

6.3.1. Signing for variable speed limits will have both DfT type and site approvals.

6.3.2. The variable speed limit sign display will contain flashing amber ‘wig wag’ lights, which will be operational for the duration of the lower limit.

### 6.4. SIGNING FOR 20mph SPEED LIMITS

6.4.1. All 20mph speed limits will be signed in accordance with The Traffic Signs Regulations and General Directions 2002 or its subsequent amendments.

### 6.5. SIGNING FOR SAFETY CAMERAS

6.5.1. Signing for safety cameras, including signs to diagram no. 880 of the TSR&GD 2002, must be authorised through the Safety Camera Partnership.

### 6.6. COUNTDOWN MARKERS FOR SPEED LIMITS

The DfT does not generally approve countdown markers. This is primarily because research has shown that they have little or no effect on vehicle speed. Only in cases where there are insurmountable visibility problems with the speed limit terminal signs will they accept that warning could be beneficial. Photographic evidence and a scaled plan are required for authorisation to be considered.

6.6.1. Applications for speed limit countdown markers must be made through the County Council.



6.4.1. 20mph Zone



## the policies

# road humps

**It is accepted that road humps provide an efficient, permanent and cost-effective method of reducing speeds. The guaranteed and consistent speed reduction that a road hump scheme provides can offer significant benefits to the community. Pedestrians and cyclists are, and perhaps more importantly, may feel safer, so that more people may choose these methods of travel. However, road humps and cushions that are poorly sited so that buses cannot straddle them as intended, can cause discomfort for bus drivers and passengers and can result in injury.**



This policy supports the need to protect the Strategic Traffic Management Road Network by keeping it free from road humps, but accepts that designers might wish to continue using humps and cushions to reduce vehicle speeds through communities. However, measures may now only be used with the written agreement of the relevant bus operators. Full width road humps are the preferred option and there will be a general presumption against the use of cushions. Where cushions are used they must be protected by waiting restrictions.

If public transport is to be made more attractive then buses must be seen to be safe, comfortable and reliable. This policy relies on the bus operators' agreement, but if bus services are not to be withdrawn, other means of reducing speeds will have to be examined. If agreement is not forthcoming then the Cabinet Member with responsibility for Highways and Transportation will have to be satisfied that the benefits of any scheme justify the possible loss of bus services.

### POLICIES

#### 1. LOCATION OF ROAD HUMPS

- 1.1 Road humps will NOT be permitted on:
- the Strategic Traffic Management Road Network.
  - green wave or other emergency service routes.
  - bus lanes or areas adjacent to bus lanes.

## 2. HUMPS ON BUS ROUTES

2.1. Humps will be permitted on bus routes only under the following circumstances:

- the route is an identified AR2010 route or area or contains an identified AR2010 site which can be addressed through reduced speed or
- where the entire length of the bus route has been examined with any bus operators currently using the route to ensure that bus drivers do not have to drive over unacceptable numbers of measures on each route (the length of the scheme under consideration must not be considered in isolation) and all operators, including school bus operators, are in agreement in principle to the pre-public consultation design and have provided written agreement to the detailed design. If documented best endeavours to consult the bus companies result in no response within one month, this may be taken as agreement to the scheme and a letter to this effect should be sent to the bus operators and to the Public Transport section of the County

Council) and

- where bus operators have agreed the positioning of bus stops in relation to the measures such that passengers are unlikely to be moving inside the bus whilst the bus is negotiating a hump OR the bus operator agrees to instruct drivers to halt the bus whilst passengers are moving inside.

2.1.1. Full width humps, including raised junctions, must have a plateau length of at least 9m. Any flush area provided for pedestrians to use as a crossing place will be limited to the width that would be provided for a dropped kerb and will be provided with appropriate tactile paving. The division of carriageway and footway over the remaining area must be clearly defined, in accordance with the DfT's current Mobility Policy, to allow differentiation by blind or partially sighted people.

2.1.2. Where cushions are used, associated parking restrictions must be implemented at the same time, where necessary, to ensure that the buses can



2.1.1. Flat topped road hump with a long plateau for buses



3.1 Flat topped road hump with a short plateau as it is not on a bus route

approach the cushions and cross them as intended. A minimum longitudinal clear distance of 20m must be maintained on each side of the cushion. This has the additional benefit of maintaining a clear path for cyclists.

### 3. HUMPS ON ALL PERMITTED ROUTES

3.1. All road humps will be implemented in accordance with The Highways (Road Hump) Regulations 1999 or its subsequent amendments or have specific authorisation from the DfT obtained by the County Council.

3.2. Road humps will be a maximum of 75mm high 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 100mm high.

3.3. Development Control schemes on existing roads will be accepted only where the proposed scheme meets this policy and subject to the Statutory Notice process. However, as implementation relies on bus companies being in agreement if the route is a bus route, provision of humps is not automatic. Developers will be expected to obtain the written agreement of the bus companies as detailed in 2.1 to be submitted as part of their planning application.

3.4. For Development Control schemes on new roads, all humps must be in accordance with The Highways (Road Hump) Regulations 1999 or its subsequent amendments or have specific authorisation from the DfT obtained by the County Council before the road is adopted (see also speed

limits policy 1.9). Unless the road is a restricted road by virtue of street lighting, a Speed Limit Order will be required before adoption of the road and measures.

3.5. The identified project manager for any scheme involving road humps will be responsible for ensuring that the scheme is designed in accordance with, and has followed the processes laid down in, the Highways (Road Hump) Regulations 1999 or its subsequent amendments and this policy. Both project manager and designer should consider the following:

- height
- length
- width
- ramp gradients
- drainage
- material and construction
- spacing
- ease of use for cyclists (this includes siting of gullies, ease of maintenance, sweeping, etc. and possible provision of cycle lane)
- compliance with regulations
- compliance with this strategy and policy.
- environmental sensitivity of signing and lighting
- safety of the overall scheme
- ensuring that displaced vehicles can be accommodated on a suitable alternative route with no significant detriment to the environment (increased noise, pollution, speeds or crashes) on either treated or surrounding roads



- monitoring and evaluating whether the scheme has had the intended effect at no detriment to other users of the highway, especially bus operators, or to local residents or businesses
- following both the statutory processes for advertising and consideration of comments and the policy requirements of consultation with bus operators
- providing full drawings for safety audit which include details of all vehicle approaches to the intended scheme, all road signing, lighting and details of materials to be used.

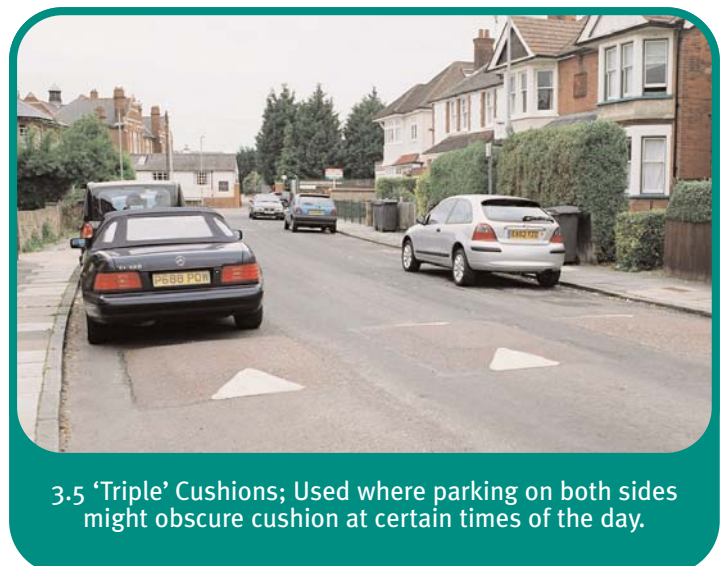
Designers are expected to follow current best practice advice and to design schemes to achieve the intended desired speed, which will be reinforced by the signed speed limit. Spacing of measures and hump dimensions will vary for each scheme and this policy intends to maximise designer freedom. Designers are expected to have, as a minimum, Regulations, Traffic Advisory Leaflets and guidance/best practice documents. TRL research papers and other articles can be obtained from the Traffic Manager.



3.5 Round topped road hump in an urban 30mph limit



3.5 'Double' Cushions; Parking prevented beside cushion by bollard as buses need to be able to 'line up' to straddle cushion



3.5 'Triple' Cushions; Used where parking on both sides might obscure cushion at certain times of the day.

## the policies

# carriageway narrowings

**The carriageway can be narrowed either from the kerbside, in the form of build-outs, to guide vehicles towards the middle of the road, or from the middle of the road, in the form of central refuges or central islands, to guide vehicles towards the kerb.**

Narrowing of the carriageway can have many benefits. Reduction in vehicle speed is the main benefit as drivers' perception of what is a safe speed is affected by the width of the carriageway. Narrowed carriageways are also much easier for pedestrians to cross and, if kerbside parking space is created, build-outs make it easier for drivers to see pedestrians waiting to cross, thereby improving pedestrian safety.

However, the main drawback of narrowing the carriageway is that cyclists become particularly vulnerable. If cycling is to be promoted as a serious form of transport, it is important that the activity is perceived as being safe. The research provides conflicting advice and there are two main schools of thought. One is to provide such a narrow lane that cars would be physically prevented from overtaking a cyclist, the second is to provide such a wide lane that cars and cyclists can travel side by side through the 'narrowing'. The first option could create difficulties for some larger vehicles and could leave pedestrians waiting on any central refuge very vulnerable and, clearly,

the second option will do little to reduce speeds and may be impossible to achieve on existing roads.

The following policies are based on the premise that users can share road space safely if motorised traffic is travelling at, or below, 20mph. This would not, however, preclude the use of narrowings if installed as part of the approved design of a new road in accordance with this policy.

At higher speeds, where specific facilities cannot be provided for cyclists, the policies state that sufficient road width must be provided to permit a cyclist to be overtaken safely within the narrowing. Where cycle, or cycle bypass, lanes are provided, care is needed in the design where cyclists rejoin the main carriageway. Where lanes cannot be provided and the stated carriageway width is maintained, the provision of any system of central refuges/islands will have little speed-reducing effect, so should only be considered as part of an AR2010 scheme.

## POLICIES

### 1. CENTRAL REFUGES AND ISLANDS

Central islands are created under the Highways (Traffic Calming) Regulations 1993. They are not for pedestrian use, but may be used to reduce the width of the carriageway or to protect cycle lanes; they do not have to be 'central'. Central refuges,

on the other hand, may be designed to be used by pedestrians.

1.1. Central refuges/islands, with associated hatching, white lining and right turn lanes where appropriate, may be provided where there is excessive width for the signed speed and capacity of the road providing that:

1.1.1. a physically protected cycle bypass lane of minimum width 1.5m or other signed and suitable facility, is provided.

Where this is not achievable

1.1.2. a cycle lane of minimum width 1.0 – 1.5m is provided. Where this is not achievable then

1.1.3. the running lane is a minimum of 3.25m wide in 30mph speed limits and 4.0m wide in 40mph limits or above, although road markings may be used to make the road look narrower. If the required running lane width cannot be achieved, refuges/islands may only be installed as part of an AR2010 scheme.

1.1.4. in all cases, the design takes into account the need for the bypass lane, cycle lane or kerbside of the running lane through a narrowing to be kept free from detritus, overhanging vegetation, drainage gullies and parked vehicles.

1.1.5. parking is prevented within a minimum longitudinal distance of 20m either side of the refuge/island using a traffic regulation order where necessary.

1.2. Consideration should be given to the need to offset refuges/islands on inclines to allow more space for vehicles to pass

cyclists on an uphill slope. This is particularly important where there is a high number of LGVs.

1.3. Consideration should be given to the needs of large agricultural vehicles, particularly in rural areas.

1.4. High mounted signing should be provided in addition to bollards on refuges/islands to ensure vehicles have adequate warning of their presence. These must be in accordance with the Traffic Signs Regulations and General Directions 2002 or its subsequent amendments or have special authorisation.

1.5. Future maintenance of the refuges/islands, particularly the risks associated with the maintenance of any illuminated signs, must be considered at the design stage.

1.6. Notwithstanding the consultation requirements of the Highways (Traffic Calming) Regulations 1993, all refuges/islands will be subject to consultation with frontagers (as a minimum, those that may be affected by loss of parking or other change in circumstances) and the Parish Council.

## 2. BUILD-OUTS

Build-outs may be placed on one side of the carriageway only, or on opposite sides to create a **pinch point** or alternately on either side of the carriageway to create a **chicane**.



2.1. Build-outs may only be installed in 30mph or 20mph speed limits and, if on A or B roads, must not be likely to cause congestion.

2.2. Where a build-out is installed for purposes *other* than to facilitate pedestrian crossing movements, there must be provided:

2.2.1. a physically protected cycle bypass lane of minimum width 1.5m. Where this is not achievable



2.2.1. Segregated facilities for cyclists, pedestrians and horses beside a bypassed road - reallocation of the road space.

2.2.2. a cycle lane of minimum width 1.0 – 1.5m. Where this is not achievable then

2.2.3. a minimum vehicle running lane width of 3.25m wide, although road markings may be used to make the road look narrower and other measures such as cushions may be used to reduce speed in the narrowing.

2.3. Where a build-out/pinch point is installed specifically to facilitate pedestrian crossing movements, the provision of cycle bypass lanes could cause confusion and conflict between pedestrians and cyclists. In such circumstances, designers may omit a cycle bypass lane, provided that the requirements of 2.2.3 are met.

2.4. If the carriageway width through a narrowing created by a build-out or pinch point is insufficient for two-way working (6.5m in 30mph limits) then the *carriageway* width must be reduced to 3.25m to ensure only one-way working to protect cyclists.



2.2.1. Segregated cycle and pedestrian facilities beside a busy narrow road



2.4. Road narrowing with priority working

2.5. Build-outs will be signed in accordance with current legislation, but consideration must be given to their conspicuity at night and in poor weather conditions. Upright reflector posts or similar devices should be considered to locate build-outs under snow.

2.6. Notwithstanding the consultation requirements of the Highways (Traffic Calming) Regulations 1993, all build-outs will be subject to consultation with frontagers (as a minimum, those who might be affected by loss of parking or other change in circumstances) and the Parish Council. Where the build-outs form a chicane on a bus route, all relevant bus companies must also be consulted.



2.4. Rural width restriction to reduce speed and remove large vehicles from narrow roads



2.4. Gap left for cyclists, pedestrians and horse riders between the gates.



# the policies

## speed reduction outside schools

**Schools in Essex are being encouraged to develop their own policies and plans for road safety education, incorporating good practices as well as curriculum issues. They are also being encouraged and supported in creating a ‘Safer Journey to School’ and a ‘School Travel Plan’. Speed reduction measures outside schools should be designed to complement the school’s own policies and plans. The school should be involved in, and committed to, any engineering measures provided.**

A School Safety Zone is a high profile length of road immediately outside a school, which aims to provide a safe environment for children entering or leaving school. It could encourage more parents to allow their children to walk or cycle to school.



The costs of providing a ‘School Safety Zone’ may be above the budget allocated for a ‘Safer Journey to School’ scheme. Also, ‘Safer Journey to School’ schemes are intended to address the entire journey to school rather than the small area outside the school gates.

Borough/District Councils should consider schools in their area that fulfil the criteria below and should take into account both motorised and non-motorised traffic flow, traffic speeds, existence of a walking bus, age of school children, casualty numbers, non-injury accidents, provision of parking enforcement, provision for those who have to park, provision for local and school buses and the benefits such a zone would provide, given the nature of the environment directly outside the school.

### POLICIES

1. Flashing amber warning lights with programmable timing devices will be provided at all school crossing patrol sites, as long as the lights are not within 110 yards (100m) of traffic control signals, signal controlled pedestrian crossings or zebra crossings.
2. School Safety Zones outside school entrances may be considered only on the Strategic Traffic Management Road Network and only in speed limits of 40mph or above.

3. The length of the Zone will be determined by the nature of the site, but will generally be no more than 220 yards (200m).

However, if the zone is to include a variable 30mph speed limit then the length may be a maximum of 547 yards (500m).

4. The following measures may be implemented as part of a School Safety Zone:

- a School Safety Zone Sign with DfT approval obtained by the County Council. This is likely to comprise a school warning sign with the words School Safety Zone underneath mounted on a grey backing board. Inclusion of the school name and the DfT THINK! logo could also be considered.
- flashing amber warning lights with programmable timing devices.
- parking restrictions with targeted borough/district enforcement to provide a clear area. Consideration must be given as to where school buses and parents who must drive will be able to park.
- a variable 30mph speed limit, provided that the Essex County Council policy is met.
- improved pavements and crossing facilities.
- cycle lanes.
- variable message signs to reinforce the existing 40mph speed limit, provided that the Essex County Council policy is met. (This would not be used in conjunction with a variable speed limit).

# the policies speed activated variable message signs

**Variable Message Signs (VMS) are programmable traffic control/information devices that display messages composed of letters, numbers or symbols. Despite being permitted by the TSR&GD 2002, their effectiveness as a speed reduction measure is still being quantified. However, they are likely to improve driver awareness of the speed limit or of a hazard and could therefore lead to speed reduction at sensitive locations.**

In order to formulate a useful policy regarding future provision of speed activated variable message signs, it is proposed that we undertake a 12 month trial to assess their effectiveness in improving:

- compliance with existing speed limits and
- driver awareness of particular hazards leading to casualty reduction.

Alternative sources of funding for leased equipment will be considered during the trial period.

## POLICIES

### 1. TRIAL OF MOBILE VMS TO REINFORCE AN EXISTING SPEED LIMIT

1.1. The County Council will lease up to 12 mobile signs for a 12 month trial period. No further signs will be leased or purchased until the data have been evaluated.

1.2. Alternative sources of funding will be accepted. However, the signs will be leased and controlled by the County Council. A maximum level of provision of two periods, each of which will be a maximum of 4 weeks in any 12 month period, will be guaranteed within the speed limit of the contributing body's choice, providing that

- this is in accordance with this policy and
- is acceptable to the Area Manager and
- can be sited safely and
- funding covers the cost of one sign for one year.

1.3. Signs will be sited in limits considered to have poor compliance leading to accidents or where there have been complaints regarding high speeds.

1.4. Signs will be sited to determine how to maximise speed reduction where it is most needed (i.e. in the centre of a village).

1.5. Signs will be permitted for a period of between 2 and 8 weeks at any one time (this will need to be varied for the purposes of the trial). If the sign is turned to face in the opposing direction this will be considered as another site.

1.6. Signs will be set to:

- remain blank when not in use (i.e. at all times other than when activated by a passing vehicle) to minimise visual intrusion.
- become activated at any speed in excess of the existing speed limit.
- when activated, display the SPEED LIMIT, possibly followed/accompanied by a short message such as SLOW or SLOW DOWN.

1.7. Before and after speed data will be collected and 'community satisfaction' will be assessed by the Parish Council as part of the 'partnership'.

1.8. The data should be passed to the County Council for assessment at regular intervals and the trial will be assessed after 12 months.

## 2. TRIAL OF STATIC VMS TO REINFORCE A SPEED LIMIT

2.1. Static VMS will be placed only on the Strategic Traffic Management Road Network and only at AR2010 sites, routes or areas as a casualty reduction measure.

## 3. TRIAL OF VMS TO PROVIDE A HAZARD WARNING

3.1. Signs may only be used to warn of hazards shown to be a contributory factor at an AR2010 site and where a reduction in speed would be likely to reduce the number of casualties. Signs will be placed to enhance existing signing and to allow drivers time to slow down and approach the hazard at a more appropriate speed. A maximum of one sign on each approach to the hazard will be permitted.

3.2. Signs may be used within any speed limit but, due to their intrusive nature, careful consideration must be given whether to place them in rural areas.

3.3. Signs may be used to warn of roadworks ahead at sites where, due to the nature of the site, it is considered that drivers might need additional warning of the presence of works.

3.4. The signs will remain blank when not in use.

3.5. The signface will reflect the nature of the hazard.

3.6. The speed at which the signs will be set to activate may be below the signed speed limit and will be determined by the visibility of the hazard, the nature of the hazard and the distance available for a reduction in speed to be made by the driver for the hazard to be negotiated in safety.

# the policies

# road markings for

# speed management

## POLICIES

### 1. Coloured surfacing

Coloured surfacing has been widely used as part of gateway features. It has appeared in red, green, buff and orange and installed as patches, horizontal and longitudinal strips. Apart from its use for speed management it is used in bus lanes, cycle lanes and central hatched areas and at junctions, school entrances and accident sites. Its meaning is not always clear to the driver and its proliferation is causing confusion and environmental intrusion. Many of the surfaces have lost their colour and some treatments have become worn and are not maintained. This has led to the deterioration of the visual environment. Maintenance becomes particularly onerous when markings such as hatching or roundels are laid on top of the coloured area.

1.1. Only red coloured surfacing will be used and only:

- at AR2010 sites, to augment other remedial measures.
- on the Local Traffic Management Network in transverse strips to augment speed limit gateways where the 85th percentile speed after 12 months is more than 20% above the signed limit and the Parish Council, District Council and local County

Councillor support the proposal as being suitable for the location. (Strips should be between 0.5m and 1.0m wide, across one side of the carriageway only and there should be a maximum of 5 strips).

- on the Strategic Traffic Management Network as a gateway feature in accordance with speed limit policy 6.1.2 (This does not affect the current provision of anti-skid surfacing in buff or the use of natural surface dressing treatments in the rural areas, but does not allow for the use of colour in central hatched areas other than at AR2010 sites).

1.2. Existing features on the Local Traffic Management Network requiring maintenance will be removed or replaced as strips, provided that the Parish Council, District Council and local County Councillor support the proposal as being suitable for the location.

### 2. RIPPLED/RUMBLE SURFACING

The main benefit of a rippled/rumble surfacing is that it gives drivers an auditory warning. However, to date, most measures have also transferred noise to the surrounding environment, thereby disturbing residents and wildlife. New designs are coming onto the market that claim to send maximum noise/vibration to



the driver whilst transferring minimal noise to the environment.

**2.1.** Rippled/rumble surfacing must be implemented in accordance with the Highways (Traffic Calming) Regulations 1993 or its subsequent amendments, or have special authorisation from DfT obtained by the County Council.

**2.2.** Rippled/rumble surfacing must be associated with other measures such as a speed limit gateway or a warning sign for a hazard. The surfacing is designed to heighten driver awareness and so would be inappropriate for use on its own.



2.2. Rippled rumble surfacing

**2.3.** Initial installations should be treated as an experiment and closely monitored to determine:

- speed reduction achieved.
- noise generated – particularly if the surfacing is implemented near residential properties.
- public acceptability – perhaps via a questionnaire to local residents.

**2.4.** Monitoring information should be shared with County/District colleagues.

### 3. SPEED LIMIT ROUNDELS

These are contained in the TSR&GD 2002 as diagram no. 1065. Roundels may only be placed in conjunction with a speed limit sign to diagram no. 670 or a 20mph zone sign to diagram no. 674. This means that throughout 30mph limits they may be used only where there are repeater signs (and therefore no street lighting) and in 20mph speed limit zones only at the entrance to the zone.

**3.1.** In the urban environment, roundels may be implemented in accordance with the TSR&GD 2002 or its subsequent amendments.

**3.2.** In the rural environment, roundels may be used only:

**3.2.1.** in speed limits that have been in place for 12 months or more and where the 85th percentile speed is more than 20% above the signed limit. (There must be repeaters and therefore no street lighting where 30mph roundels are used throughout a limit).

**3.2.2.** at the entrance to a 20mph zone signed using diagram no.674.

3.3. Roundels should not be placed on coloured surfacing due to the maintenance implications.

#### 4. DRAGON'S TEETH

The objective of dragon's teeth is to visually narrow the carriageway. Although dragon's teeth were shown in traffic advisory leaflets, they were used as part of an experimental scheme to reduce speed on trunk roads through villages. Their individual effectiveness could not be assessed as they were implemented alongside other measures. They are not contained within the TSR&GD 2002 and the DfT does not consider them for authorisation. They could, however, be implemented as an 'overrun area' under The Highways (Traffic Calming) Regulations 1993. They need to be maintained if their visual effectiveness is to be ensured.

4.1. Dragon's teeth may be used only on the Strategic Traffic Management Road Network as a gateway feature for 30 or 40mph speed limits, where the 85th percentile speed is greater than 20% above the signed limit.

4.2. Careful consideration must be given to their use on A and B roads in rural areas where they could negate the effect of implementing 'rural' measures and might give opposing messages to drivers.

#### 5. WARNING SIGNS USED AS ROAD MARKINGS

Warning signs such as the 'children going to or from school or playground ahead' sign to diagram no. 545 have been used as road markings to highlight the presence of a school and other signs have been used to



4.1. Dragon's Teeth

highlight crossings. Any such signs require special authorisation. They are often difficult to see, unless the road is inclined towards the driver and draw the driver's attention to the road surface in front of the vehicle and away from the whole road environment. This could lead to a driver's attention being inappropriately focussed when it is important that the driver is looking at the whole environment. These signs have a maintenance implication.

5.1. Any sign used as a road marking must have DfT approval obtained by the County Council. Applications will only be submitted for casualty reduction schemes.

## 6. WHITE LINING FOR SPEED MANAGEMENT

Some authorities have tried removing (or not placing) edge of carriageway markings and centre lines, along with upright warning signs, in rural areas. This is to create an environment that explains itself to the driver. It is thought that, if drivers have no defined area of carriageway that is 'their half' and no signs warning them of the bend, etc. they will have to slow down in order to obtain the necessary information from the road environment. This could be particularly beneficial in rural areas and could enhance the rural environment by removing sign clutter.

6.1. On the Local Traffic Management Road Network, centre lines should be introduced only as an identified casualty reduction measure.

6.2. Consideration may be given to creating environments that explain themselves to the driver by minimising street furniture on the Local Traffic Management Road Network. However, a risk assessment and a safety audit should be undertaken and documented.

6.3. Wide edge margins should be introduced in preference to centre hatching. Centre hatching forces vehicles nearer to cyclists and pedestrians and can lead to greater damage to the road edge, which is also detrimental to the safety of cyclists.

6.4. Hatching will not be used in edge markings, particularly on high speed roads, as this encourages cyclists to move into the main carriageway.

## the policies

# home zones

**A Home Zone is more than a speed limit or a traffic-calmed area and can only be created through joint working and funding partnerships with other departments and organisations. It is not an ‘anti-car’ area but changes priority so that the motor vehicle no longer dominates the street environment. It is intended to ‘give an area back’ to the community, to encourage the use of the streets as an extension of the living area. Any engineering work must be of a design standard and quality so as to enhance the environment, thereby encouraging community ownership.**

To achieve this, Home Zones are necessarily expensive and time-consuming to implement, but can have significant benefits for the residents of areas requiring regeneration, including addressing some of the problems associated with social exclusion. In new developments the Home Zone concept can be used to create close-knit community relationships.

### **POLICIES**

1. We will identify roads/areas as part of the Local Traffic Management Road Network where Home Zones could be implemented subject to criteria which will be developed following the issue of Government guidance. They will not be permitted on the Strategic Traffic Management Road Network.
2. We will support the introduction of Home Zones:
  - in communities where there is a high level of support and regeneration required and
  - in streets or areas where there is no need for through traffic and will seek funding for
  - areas where there is a high incidence of injury accidents particularly involving children.
3. We will continue to work with other departments and organisations to support the introduction of Home Zones in appropriate areas, but would only lead a project if the casualty reduction benefits could justify the management resource required.
4. Home Zones must be clearly identifiable to both drivers and residents as different from a ‘normal’ residential area. This is to avoid increasing confusion and safety risk to children and elderly persons when they are outside the Home Zone.

# further information

## General

Traffic Advisory Leaflet 7/93 -

Traffic Calming Regulations

Traffic Signs Regulations and

General Directions 2002

## Speed Limits

Department for Transport Circular Roads 1/93

Traffic Advisory Leaflet 1/95 -

Speed Limit Signs, a guide to good practice

## 20mph Speed Limits and Zones

DETR Circular 5/99 - 20mph Speed Limits

Review of 20mph Speed Zones, by A R Hodge,

TRL in "Traffic Engineering and Control"

October 1992

Traffic Advisory Leaflet 7/91 - 20mph Speed

Limit Zones

Traffic Advisory Leaflet 2/92 - The Carfax,

Horsham 20mph Zone

Traffic Advisory Leaflet 2/93 - 20mph Speed

Limit Zones Signs

Traffic Advisory Leaflet 1/95 - 20mph Speed

Limit Signs

Traffic Advisory Leaflet 9/99 - 20mph Speed

Limits and Zones

Traffic Advisory Leaflet 12/00 - Urban Street

Activity in 20mph Zones in Ayres Road Area,  
Old Trafford

Traffic Advisory Leaflet 03/01 - Urban Street

Activity in 20mph Zones in Seedley, Salford

## Road Humps

Department for Transport Circular Roads 2/92 -

Road Humps and Variable Speed Limits

Department for Transport Circular Roads 4/96 -

Road Humps

PR 18 Road Humps for Controlling Vehicle  
Speeds, D C Webster 1993

PR 32 Speed Control Humps - A Trial at TRL

PR 101 Speeds at "Thumps" and Low Height  
Road Humps, D C Webster 1993

Statutory Instrument 1999 No. 1483 - The  
Highways (Road Humps) Regulations 1999

The Grounding of Vehicles on Road Humps,  
David C Webster, TRL in "Traffic Engineering  
and Control" July/August 1993

Traffic Advisory Leaflet 3/93 - Traffic Calming  
Special Authorisation

Traffic Advisory Leaflet 7/93 - Traffic Calming  
Regulations

Traffic Advisory Leaflet 13/93 - Gateways

Traffic Advisory Leaflet 1/94 - VISP - a summary

Traffic Advisory Leaflet 2/94 - Entry Treatments

Traffic Advisory Leaflet 3/94 - Fire and  
ambulance services

Traffic Advisory Leaflet 4/94 - Speed Cushions

Traffic Advisory Leaflet 7/94 - "Thumps"  
Thermoplastic road humps

Traffic Advisory Leaflet 9/94 - Horizon Traffic  
Advisory Leaflet Deflections

Traffic Advisory Leaflet 2/96 - 75mm high road  
humps

Traffic Advisory Leaflet 7/96 - Highways (Road  
Humps) Regulations 1996

Traffic Advisory Leaflet 8/96 - Road Humps and  
ground-borne vibrations

Traffic Advisory Leaflet 1/98 - Speed Cushion  
Schemes

Traffic Advisory Leaflet 9/98 - Sinusoidal, 'H'  
and 'S' road humps



Traffic Advisory Leaflet 10/00 – Road Humps:  
Discomfort, noise and ground-borne vibration

TRL Report 180 – Traffic Calming: Vehicle Noise  
Emissions alongside Speed Control Cushions  
and Road Humps

TRL Report 186 – Traffic Calming – Road Hump  
Schemes using 75mm High Humps

TRL Report 235 - Traffic Calming: Vehicle  
Generated Ground-borne Vibrations alongside  
Speed Control Cushions and Road Humps

TRL Report 245 – Using the TRL Driving  
Simulator to Evaluate Traffic Calming Measures

TRL Report 312 - Traffic Calming Speed Cushion  
Schemes

TRL Report 417 – Passenger and Rider  
Discomfort at Sinusoidal, round-top and  
flat-top road humps

### **Carriageway Narrowings (Central Refuges, Islands)**

Traffic Advisory Leaflet 3/93 – Overrun areas

Traffic Advisory Leaflet 7/93 – Traffic Calming  
Regulations

Traffic Advisory Leaflet 12/93 – Overrun areas

Traffic Advisory Leaflet 1/97 – Cyclists at Road  
Narrowings

### **Speed Reduction Outside Schools**

Department for Transport, 2002, Guidelines for  
use of the School Safety Zone,  
[http://www.roads.dft.gov.uk/roadsafety/good  
practice/28.html](http://www.roads.dft.gov.uk/roadsafety/goodpractice/28.html).

Larsoa, 2003, Lincolnshire School Safety Zone  
Trial,  
[http://www.larsoa.org.uk/archive\\_septo2/new  
sog\\_sszs.html](http://www.larsoa.org.uk/archive_septo2/new<br/>sog_sszs.html).

### **Speed Activated Variable Message Signs**

DETR, 1996, Urban and Local Transport Research  
Projects regarding VMS,  
[http://www.localtransport.gov.uk/ult/ultre12b.  
html](http://www.localtransport.gov.uk/ult/ultre12b.<br/>html).

Department for Transport, 2001, A Road Safety  
Good Practice Guide: Vehicle Activated Warning  
Signs,  
[http://www.dft.gov.uk/roadsafety/  
goodpractice/35.html](http://www.dft.gov.uk/roadsafety/<br/>goodpractice/35.html).

### **Road Markings**

Traffic Advisory Leaflet 1/97 – Cyclists at Road  
Narrowings

Traffic Advisory Leaflet 7/93 - Traffic Calming  
Regulations

Traffic Advisory Leaflet 11/93 – Rumble Devices

### **Home Zones**

Traffic Advisory Leaflet 10/01 Home Zones –  
Planning and Design

Traffic Advisory Leaflet 08/02 Home Zones –  
Public Participation

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