Cheshire East
Speed Management Strategy

September 2022

Working for a brighter future together

Cheshire East Council

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Document history and status

Rev	Date	Description	By	Review	Approved
R0	01/10/21	DRAFT CEC SMS	*F Price*		

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1. Overview

1.1 Overview

The 2022 Speed Management Strategy covers Cheshire East and sets out the Council's ambitions as Local Highway Authority to promote safer roads and speed compliance across the Borough.

The strategy seeks to encourage and enable the Council's wider active travel goals which strive for a greener and healthier way of travelling.

This revised strategy builds on the previous version published in 2016 and takes account of changing national and local aspirations of providing a safer road environment and encouraging an increased active travel approach. The updated strategy seeks to **Encourage, Empower** and **Enable** through collaborative working arrangements with key strategic partners, including ward members, town & parish councils, Cheshire Police and the Cheshire Fire and Rescue Service. We will work closely with communities to deliver and enable speed management measures such as Speed Indication Devices (SIDs)etc.

Our vision for speed management in Cheshire East is to provide a safer highway environment that promotes active travel as an option for Cheshire East's communities, with those using the network, feeling that the speed of travel is appropriate for the environment. The implementation of appropriate speed management measures is key in reducing casualties on the highway network. We also want our communities to feel that the Council listens to their concerns.

Managing speed throughout the Borough is a key responsibility of the authority and the use of this strategy will bring about a consistent approach when speed related concerns are raised. The strategy will be used as a tool to help determine the most appropriate way of dealing with such issues on the road network.

Changing speed limits should not be the default reaction to perceived issues relating to concerns of speeding traffic as there is a whole suite of options and tools available to the authority and its partners.

Where community concerns are raised, the principles of the 3 E's **Education**, **Enforcement** and **Engineering** will be followed. This will enable the Council to pursue the most appropriate approach in resolving a speed management concern through engagement with the local community and evaluation. However, it is recognised that there may be occasions and circumstances where education and enforcement steps are bypassed to support and facilitate wider Council schemes and goals.

The Department for Transport, DfT,[1] guidance Setting Local Speed Limits outlines how local authorities should approach the process and strategies of selecting appropriate speed limits within their area of responsibility. Speed limits should be evidence-led and self-explaining and seek to emphasise people's assessment of what is a safe speed to travel. They should encourage self-compliance and acceptance that the road has the correct speed limit set.

[1] Department for Transport Circular 01/2013 – Setting Local Speed Limits

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2. Introduction

2.1 Purpose of a Speed Management Strategy

Cheshire East's Speed Management Strategy sets out the consistent and transparent approach that the Council will use to provide a safer highway network that promotes active travel as one of the Council's priorities, as set out in the Local Transport Plan (LTP).

The Speed Management Strategy also aims to achieve the Government's national decarbonisation goals, set out in the LTP, striving to make Cheshire East a cleaner less polluted Borough.

This strategy sets the suite of options and tools that the Council and partners have available to manage speed and traffic flow to support the safety of all road users. These tools will be the basis on which the Council will respond to the speed management and speed limit compliance requests that are received each year.

The approach also supports, and enables, the Council's further policies, strategies, initiatives and work programmes which seek to encourage active travel, improve community safety and realise better health and well-being for residents.

The strategy is a framework to help ensure we have appropriate solutions to defined problems in the right places.

The Council will consider these through a 3E's approach of Education, Enforcement, and Engineering. This is supported by engagement and evaluation to empower, encourage and enable stakeholders in the management of speed on the highway network.

The document aims to achieve a better integrated Speed Management Strategy with the goal of achieving a more holistic, engaged approach to speed management in Cheshire East, the Council will work with partner organisations to deliver, shared local goals plus relevant goals set on a national policy level. The strategy excludes temporary speed limits for traffic management purposes as these are risk assessed for specific circumstances and situations to the protect workforce and those travelling on the highway.

The previous Speed Management Strategy was adopted in 2016. Since then, there have been a number of changes both locally and nationally that have been taken into account in the development of this strategy, including:

- The introduction of The Code of Practice, "Well Managed Highway Infrastructure" which provides guidance to councils regarding the management and maintenance of local roads. As a result of this the Council has developed a road Network Hierarchy. This is used, in part, to inform the appropriate speed management measures.

- The revision of Traffic Signs Regulations and General Directions in 2016 which allowed Highway Authorities further discretion relating to certain traffic signage placement.

- Promotion of Active Travel initiatives in accordance with the Council's adopted Local Cycling and Walking Improvement Plans, taking into account national guidelines such as LTN 01/20 to respond to opportunities arising through Active Travel England.

- Updated national technical guidance on air quality in April 2021 which places a greater emphasis on partnership working across Council services and other agencies to address air quality issues.

- LTP decarbonisation goals defined in response to DfT's national Decarbonisation Plan and updates to LTP guidelines that place a responsibility for decarbonising local transport networks on the Council.

2.2 Roles and Responsibilities

Cheshire East Council is the Local Transport Authority for the Borough and, as such, is responsible for setting and maintaining local policies related to all modes of travel, including active travel, within the Borough.

In this context local priorities are defined in our Local Transport Plan through the 6 following strategic objectives:

- Connected Neighbourhoods
- Connected Cheshire
- Connecting to the North and the Midlands
- Connecting to the UK
- Connecting to Global Gateways
- SMART and Digital Connections

With regard to highway responsibilities Cheshire East Council (CEC) is the Highway Authority and the Traffic Authority for the Borough of Cheshire East pursuant to the Highways Act 1980 and the Traffic Management Act 2004 respectively. As such Cheshire East Council is responsible for setting local speed limits and introducing local road safety measures on all public roads in Cheshire East except the motorway and trunk roads which are operated by National Highways.

Cheshire Police are responsible for speed enforcement, referred to as the Police in this document.

The Cheshire Road Safety Group (CRSG) consists of representatives of Cheshire East, Cheshire West and Chester, Halton, and Warrington together with Cheshire Police, Cheshire Fire and Rescue Service and National Highways. The work of this group supports the aims of the strategy.

It is intended that the strategy will be read and used by Cheshire East Council officers and other interested stakeholder groups such as Cheshire Police, local members, town and parish councils and the public.

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3. Policy Context

3.1 National Guidance

The Speed Management Strategy is underpinned by national guidance and regulations on speed limits as well as the required speed limit review procedures.

The responsibility for setting speed limits on roads lies between the Council (for local public roads in the Borough) and National Highways (for Motorways and Trunk Roads). The role of enforcement falls to the police, supported by both the Council and Cheshire Road Safety Group.

Community Safety Partnerships are a statutory requirement under the Crime and Disorder Act 1988. The Safer Cheshire East Partnership (SCEP) brings partners together including Cheshire East Council, Police, Cheshire Fire and Rescue Service, Probation Services, Police and Crime Commissioner (PCC), Health and the Voluntary Sector to provide strategic leadership to reduce crime and provide reassurance to communities that Cheshire East is a safe place to live and work.

Traffic impacts, especially inappropriate speeds, are a major contributory factor to communities feeling less safe, and thus less likely to consider active travel options. This strategy supports wider community safety initiatives, to ensure a focus is provided on the priorities identified across the borough and resources are appropriately allocated to impact on outcomes ensuring Cheshire East is a safer place to live and work.

3.2 Cheshire East Council Corporate Plan

The Council has developed a Corporate Plan which sets out three aims the Council wishes to achieve:

Figure 1 Corporate Plan aims

Open - We will provide strong community leadership and work transparently with our residents, businesses, and partners to deliver our ambition in Cheshire East.

Fair - We aim to reduce inequalities, promote fairness and opportunity for all whilst supporting our most vulnerable residents.

Green - We will lead our communities to protect and enhance our environment, confronting the climate emergency and striving for greater sustainability.

A key priority of the Plan is to '*provide safer and well-maintained roads'.*

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3.3 Local Transport Plan

The Local Transport Plan (LTP) was adopted by the Council in October 2019. It sets out a framework for how transport will support wider policies to improve our economy, protect our environment, make attractive places to live, work and play and the role transport will play in supporting the long-term goals of the Council.

The Speed Management Strategy helps deliver the priorities of the LTP by setting out the criteria for how the Council will help manage issues around vehicle speeds in the Borough with the holistic view of the environment and active travel when setting speed limits and implementing speed management measures.

This Speed Management Strategy supports the LTP by helping implement measures which support active travel. Set out in Section 7.8.

The Strategy also recognises that to support economic growth goals, there are roads that should be prioritised for traffic movement especially for efficient movement of freight and logistics. In contrast, there are many parts of the network where the management of volume and speed of traffic will prioritise movement of people - especially pedestrians, including young people, the elderly and those with disabilities. This is illustrated in Section 7.5.

The process of prioritisation for speed management measures will be determined using the Prioritisation Matrix tool as set out in Section 4.3.

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4. 3 E's Approach to Speed Management

4.1 Introduction

Speed management involves using various tools and techniques to help motorists comply with a speed limit or travel at a speed that is suitable for the surrounding environment and prevailing conditions.

In response to community concerns the management of speeds will follow the 3 E's:

1. Education,
2. Enforcement, and
3. Engineering.

The process of which involves engagement and evaluation.

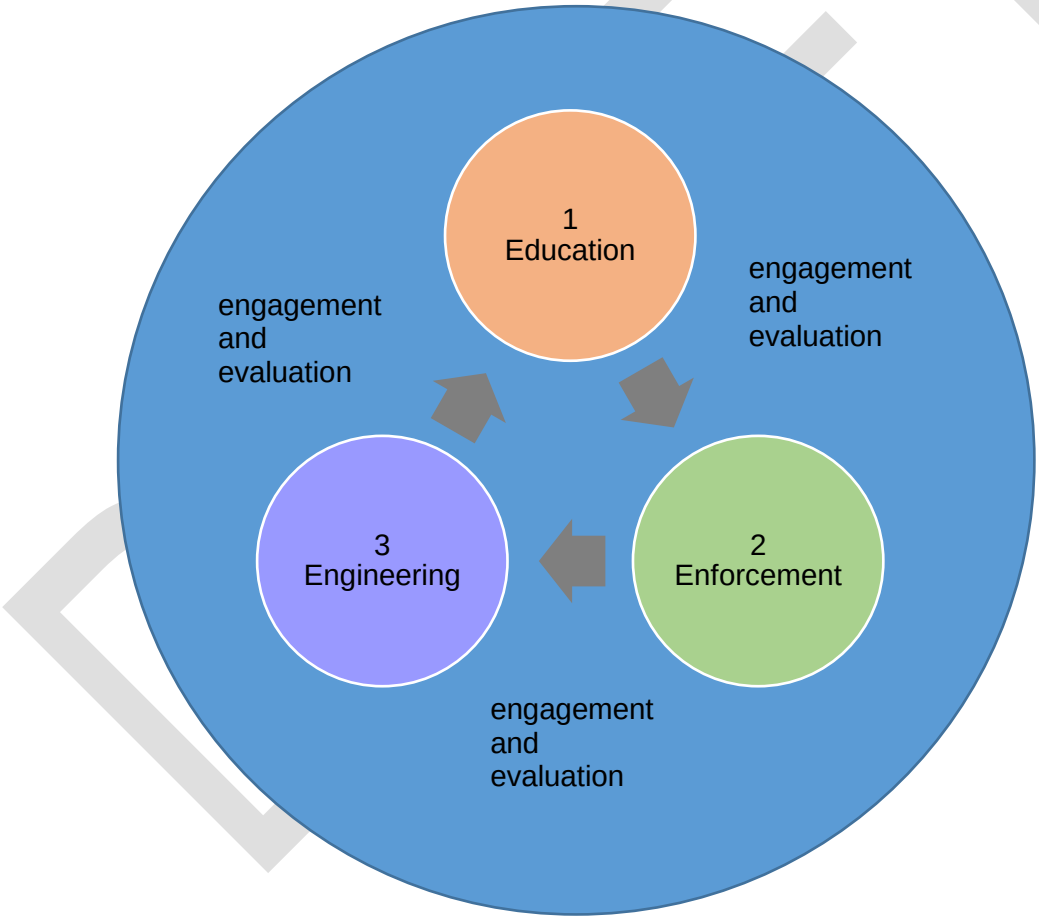

Figure 2 3 E's approach

These steps are gateways for entering into the next stage. This will ensure value for money measures are being explored at the outset rather than assuming more extensive and costly measures are the best approach. This process is key to empowering, encouraging and enabling stakeholders to understand, influence and participate in decision-making.

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3 E's Approach to Speed Management- Gateways

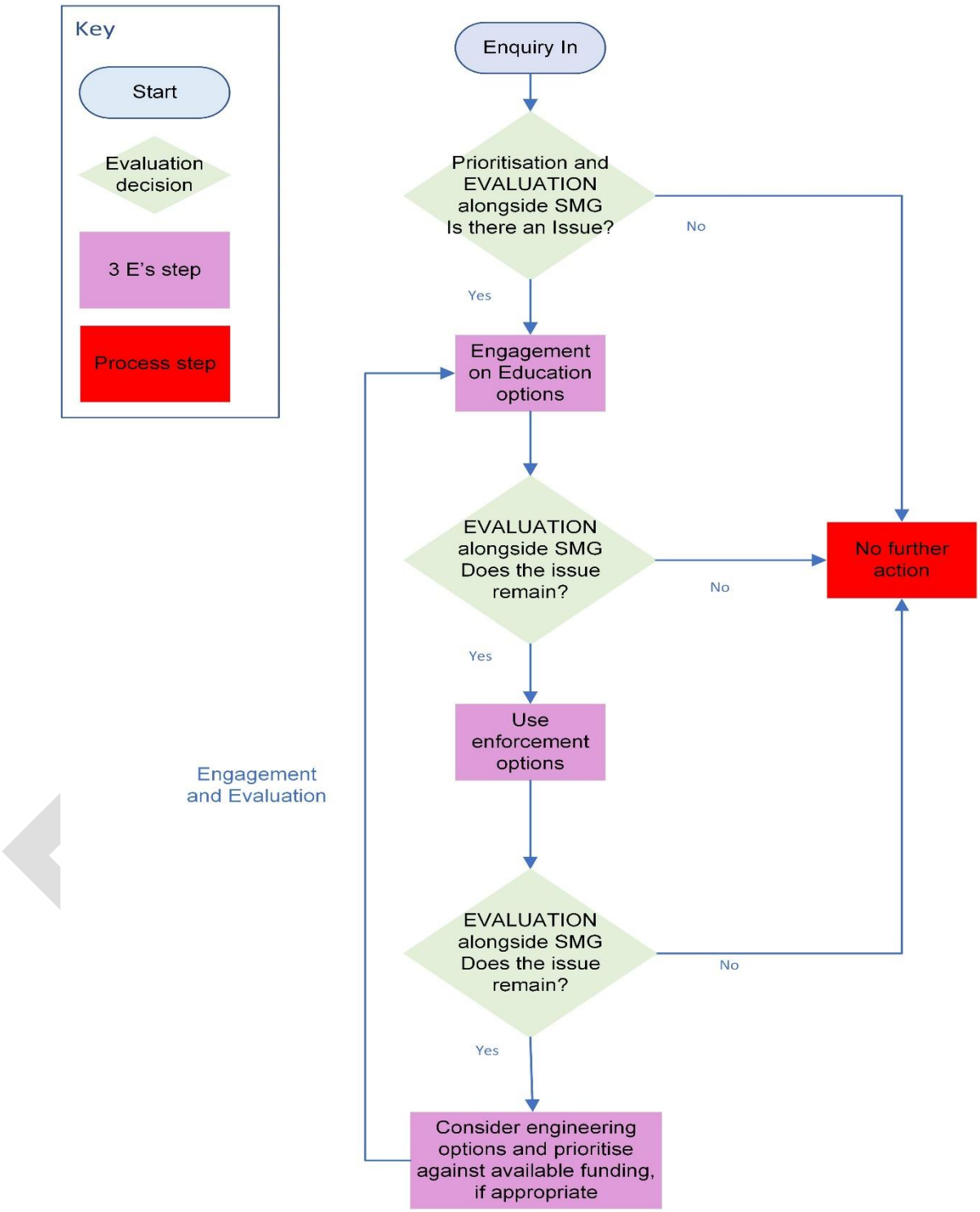

Figure 3 3 E's Approach - Gateways

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4.2 Evaluation

Where each stage has not brought about desired compliance with the posted speed limit the Speed Management Group (SMG) will evaluate the information gathered to inform the next step in the 3 E's process.

The SMG is a policy-led officer group which meets regularly. The group do not propose or authorise engineering measures and has no budget allocation or resourcing. Officers attend the group as a function of their regular duties. Primarily, the SMG is an enabling group who ensure that the Strategy has been applied correctly and consistently.

The membership of the SMG is set out in Table 1 below:

Cheshire East Highways Road Safety Team
Cheshire East Council Highway and Infrastructure Teams
Cheshire East Council Development Management Team
Cheshire East Council Network Management
Cheshire Police Road Policing Unit (Operations)
Cheshire Police Road Policing Unit (Strategy)
Cheshire Fire and Rescue Service

Table 1 SMG Membership

Other departments or organisations, such as NHS, Public Health, Education or Social Services, may join or be requested to join the group should a need be identified. Membership of the group will be reviewed frequently to ensure appropriate officers, departments and organisations are involved.

The Council will:

- Collate all such location instances and requests for speed limit changes or management measures and prioritise them annually.
- Establish the location of latest 5-year injury collision history and contributory factors.
- Consider whether the speed limit meets the criteria set out in the Speed Limit Framework detailed in Section 7.8.
- Establish the movement category for the location as set out in Section 7.5.
- Consult the police and consider the outcomes of any speed enforcement activity they have undertaken.
- Engage with the local community via their representatives to understand and gather the local views.

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4.3 Prioritisation Matrix

The Council receives many requests for speed management measures annually. Locations for progression though Education and Enforcement will be reviewed in the Speed Management Group meeting.

We will use the Prioritisation Matrix tool, see Appendix A, annually, normally in the third quarter of the year, to produce a prioritised list of locations that need to be investigated further for engineering measures.

Any speed management measure promoted via the police would complement wider speed management outcomes for the Borough and will be reviewed and managed through the road safety program of work within the budget available.

Engineers will be able to use questions in the matrix to calculate a score for a site. A higher score will result in a more highly prioritised location. Any one site can be reviewed on a 3-year basis. Those scoring the highest will take priority for further investigation in the forthcoming financial year within the budgets available.

The questions used for the prioritisation may need to be updated to reflect updated National policy, guidance, advice or Council Policies. Any updates will be considered prior to the next annual prioritisation exercise.

When prioritising locations for Speed Management measures we will consider:

- Casualty Reduction
- Sustainable Travel
- Accessibility and Capacity
- Amenity
- Neighbourhood Engagement
- Local Concerns (including reducing risks and impediments to active travel)

Location prioritisation will be undertaken annually within the budgets available.

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5. Education

5.1 Introduction

Education covers local and national road safety campaigns which help raise road safety awareness in the wider population and the targeted education of drivers by various means of encouraging compliance with speed limits.

The Council's road safety objectives are to help:

- Reduce the number of people killed and injured in road traffic collisions, and
- To reduce the number of collisions involving road users of all types.

The Council work in partnership with Cheshire Fire and Rescue Service in delivering road safety education to all primary and secondary schools each year. This helps to build road safety skills at an early stage which stays with individuals as they move into adulthood.

The Council supports and promotes national campaigns on speed awareness and safe driving behaviours using the following forums:

- Press releases
- Social media
- Webpages, and
- Staff and partner organisation activities and events.

Through engagement we will encourage Town and Parish Councils to raise local concerns regarding speeding in their areas via their own communications channels such as newsletters, notices, or websites.

We will support local and national campaigns and initiatives directed at improving driver behaviour for all forms of vehicles using our roads.

5.2 Driver Education

We will support local communities to encourage motorists to comply with speed limits. These can include:

- Use of Community Speed Watch
- Use of Speed Indicator Devices (SIDs), and
- Support of the local Police Community Support Officer (PCSO).

Parish and Town Councils play an important role in supporting local communities in wanting to address concerns of speeding. Many have access to an Electronic Speed Indicator Devices SID and deploy them to help address local concerns of speeding. They also regularly liaise with

local policing units and are supportive of community-led initiatives such as Community Speed Watch.

Establishing community support and participation is key in delivering the 3 E's approach.

5.3 Community Speed Watch Campaigns (CSW)

Community Speed Watch campaigns are a police-led initiative and empower local communities with regards to speed compliance in their local areas. CSW campaigns use a number of local residents to run the scheme and will apply roadside speed monitoring tools.

Community Speed Watch works as a deterrent and helps to get the message across that speeding drivers will not be tolerated in the community whilst reminding motorists that speed limits are there for a reason and must be followed.

Cheshire local policing units will be able to provide further information on community speed watch https://www.cheshire.police.uk/a/your-area/.

The Council can facilitate the provision of equipment to enable Community Speed Watch initiatives.

5.4 Speed Indicator Devices

Speed Indicator Devices (SIDs) are used as a speed management tool. They are an electronic device which can be securely fixed to a non-moveable structure and are used to empower communities, with regards to speed compliance within their local areas, and encourage drivers to keep within the speed limit. As best practice, they should only be used in locations signed as 40mph or below.

Cheshire East recognise the value that local communities place on them as a tool to encourage motorists to comply with the posted speed limit. The Council do not install SIDs but will work with third parties, such as Town and Parish Councils, to facilitate their use and empower them with regards to speed compliance within their local areas.

There is a strong preference for SIDs to be a temporary device that can be moved between locations on a regular basis, thereby they can be used over a wider area in an urban setting as a visible measure for the wider local community.

The Council recognises that the effectiveness of a SID is linked to its location on the network. Therefore, we will work with Town and Parish councils where a SID is being considered to review such locations prior to implementation of a SID.

5.5 Provision of Speed Indicator Devices

The Council will work closely and facilitate the use of SIDs as a service for Town and Parish Councils. This is to help empower, encourage and enable local communities to address speed management in their local area.

Town and Parish Councils will be empowered to manage and maintain SIDs with guidance and advice provided by Cheshire East Council.

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To align with best practice SIDs will have the following characteristic and features:

- Have provision for being portable.
- Have provision for being free standing.
- Have provision for being battery powered.
- Use only white or yellow LED or fibre optic lighting in the display.
- Use only numerical or “Slow Down” text for display.

Third party SIDs on the network will need to be licenced annually

5.6 Existing Speed Indicator Devices

Where SIDs are currently being used as a temporary or permanent fixture, it is expected that those operating them carry out regular reviews of the SID data to ensure that the device is maintaining or lowering the speeds of passing vehicles, if not the device should be moved. A permanent fixture is one where there is no agreed plan for moving the unit during the licence period.

Where a SID is currently being used as a temporary device it is expected that those operating them have a program for relocating the device on a regular basis. A temporary device is one where there is an agreed plan for moving the unit during the licence period.

All locations where a SID is to be, or is, in place will need to be reviewed and licenced annually via the Council. Should a SID be installed on a lighting column surveys and reviews undertaken by the Council may identify that the lighting column is no longer suitable to accommodate the device for structural safety reasons. In such instances the SID must be removed immediately by the third party operator.

Once the SID location has been approved, and any permanent fixtures or facilities installed, it will be the responsibility of the local Town or Parish council to implement, manage and maintain the site including all the associated costs. It will also be the responsibility of the town or parish council to ensure SIDs are rotated on a scheduled basis covering all the approved sites for a minimum period.

Those operating and managing SIDs will need to review their SIDs data on a regular basis to confirm the effectiveness of the measure in a location.

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6. Enforcement

6.1 Introduction

The enforcement authority is Cheshire Police and they are responsible for all speed enforcement.

The Council, as Highway Authority, and by extension Cheshire Road Safety Group, have functions and roles that support the police enforcement of speed and red-light infringements.

The Council serves as both the Highway and Traffic Authority and is responsible for the introduction of speed management measures and setting of speed limits on all public roads not under the control of National Highways.

6.2 Role of the Police

The Police will use their own speed management guide 'Cheshire Police Speed Management Process' (see flowchart in Appendix B).

The Police have a high demand for officer time countywide, and adherence to the process above will ensure that priorities are balanced accordingly. Each time a road traffic personal injury collision is reported to the police, comprehensive details about the circumstances involved are recorded on the Police incident database. Anonymised data is shared with the Council who use it to identify locations where educational or engineering activity may be used to address a particular problem.

For speed enforcement purposes the Police use this data to identify the locations that most frequently experience speed related collisions so they can be considered for enforcement.

Cheshire Police operate the static safety cameras throughout the Borough for enforcement purposes alongside the use of mobile camera technology.

The following camera technology is currently used in Cheshire East:

- Rearward facing static cameras.
- Red light / speed on green static cameras.
- Average speed cameras.
- Mobile vans equipped with enforcement technology.
- Temporary Average speed safety cameras for road works enforcement.

Details of current Safety Camera locations can be found on the CRSG website, which is hosted by Warrington Borough Council, at: https://www.warrington.gov.uk/roadsafety.

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7. Engineering

7.1 Introduction

The Council follows national guidance on speed management measures.

Where measured speeds are above the thresholds for the desired limit (as set out in Table 2), additional measures may need to be considered to encourage compliance and adherence by drivers.

Engineering measures form the last step in the 3Es process; however, they may be proposed in isolation, as part of other works and programmes e.g., to encourage active travel, or in response to a development site. It is important, given the wide variety of possible sources, for there to be a uniform approach to speed management.

7.2 Implementing Engineering Measures

The first step is to consider whether the speed limit is suitable and appropriate for the environment prior to considering engineering measures. This may include a review of the extent of the existing limit to better match surroundings.

If, after consideration, there remains the need to implement measures those listed below have been identified as having the potential to influence vehicle speeds to varying degrees.

7.3 Engineering Measures

Typical engineering measures that can be considered for existing roads are:

- Roundels, dragons' teeth, SLOW road markings and all other road markings within the TSRGD.
- Warning signs, yellow or grey backed signs, flashing amber warning lights.
- Regulatory signs (One Way, No Entry etc).
- Information signs (e.g. Unsuitable for Heavy Goods Vehicles).
- Use of coloured road surfacing.
- Vertical measures (e.g. Tables, rumble strips).
- Horizontal measures (e.g. Priority narrowing's, village gateways and chicanes)
- Road or point closures.
- Mini roundabout(s).
- Road width (including formalised parking).

- Change of speed limit.
- Vehicle Activated Signs.
- Variable Message Signs.
- Hard standing areas for Police Enforcement.
- Static camera technology.

Typical Engineering measures that can be considered for new roads are:

- Alteration of road width (including formalised parking).
- Enforcement/Technological Measures.
- Alignment.
- New junctions.
- Roundabouts.
- Traffic signals.

Suitability of measures at individual locations will need to be considered and it is outside the scope of this strategy to provide technical design guidance. This may be found through nationally published Local Transport Notes including LTN 1/07 (Traffic Calming).

7.4 Principles of Setting Speed Limits

The Council's approach to the application of speed limits will be consistent across the Borough. This will enable road users to understand and comply with speed limits. This should also be the case across the country. It is recognised that where speed limits are inappropriate, they should be reviewed and revised accordingly.

DfT guidance states that speed limits should be evidence-led and self-explaining, seeking to reinforce people's assessment of what is a safe speed to travel. Speed limits should encourage self-compliance and should be seen by drivers as the maximum rather than a target speed.

There are many pieces of guidance referencing speed management including Manual for Streets, Active Travel guidance, Decarbonisation and Air Quality management strategies. However, the overriding principle, for applying speed limits, as outlined in DfT Circular 01/2013 Setting Local Speed Limits, that they should encourage self-compliance. To achieve this, speed limits must:

- Be appropriate for the physical environment.
- Reflect the level of use by both motor vehicles and vulnerable road users.
- Take account of the speed vehicles are currently travelling at and the degree to which it is appropriate.
- Account for any speed related injury collision history.

- Reflect the function of the highway corridor and the surrounding environment.

The aim is to ensure the speed limit for any road is appropriate and in keeping with its environment this will mean that, after assessment, we take the following core actions:

- **In some cases, where appropriate, we may lower speed limits.**
- **In some cases, where appropriate, we may raise speed limits.**
- **In some cases, where appropriate, we may not change anything.**
- **In some cases, where appropriate, we may need to change the design of a road to change behaviour.**

When setting speed limits, appropriate considerations include:

- Road function.
- Existing traffic speeds.
- The personal injury collision history.
- The level of use by vulnerable users such as pedestrians and cyclists.
- The surrounding environment, for example the presence of schools; medical facilities; and places people want to visit.
- The local road environment, including width, visibility, and parking.
- Future proposals for the locality, such as active travel schemes to promote more walking and cycling on a road.

The appropriate management of speed limits can assist with managing congestion and increasing journey efficiency across the local and wider network. This complies with statutory duties placed on the traffic authority under the Traffic Management Act (2004).

Speed Management is part of the overall picture that influences network performance and it complements the broader duty of Network Management, which is to expedite the movement of traffic in accordance with local policies. A reduced speed limit may benefit air quality in Air Quality Management Areas and also contribute to reducing the carbon impact of traffic and travel.

The Council's speed limit framework serves to condense these guiding principles into a reference alongside features of the desired speed limit.

This framework is provided in Section 7.8 and is to be used as a starting point for identifying speed limits.

7.5 Road Function

The local environment and likely users of the road are important considerations when implementing changes, such as alterations to the speed limit. For example – urban residential areas, and town centre shopping areas are likely to have a higher number of pedestrians and cyclists, making lower speeds more suitable, whereas sparsely populated roads between destination points, such as, strategic and main distributor routes, with limited non-motorised travel are more suited to higher speeds.

Speed limits are a complementary factor to creating successful places. In general, locations or destinations on roads that people want to visit, such as our link or local access roads, have a high person movement value and roads which facilitate traffic are high vehicular movement value. The relationship between these two factors will contribute towards identifying where lower limits may be appropriate and whether changes to the environment need to be considered.

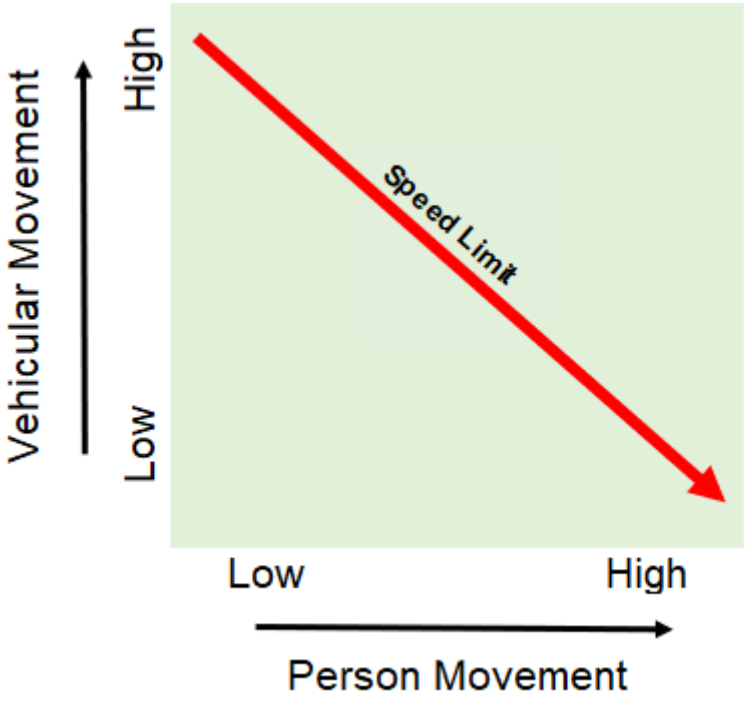

Figure 4 Movement framework

7.6 Existing Speeds

The current guidance DfT Circular 01/13 for setting local speed limits states that traffic authorities should continue to collect and assess both mean and 85th percentile speeds, but that mean speeds should be used as the basis for determining local speed limits.

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Mean speeds are the sum of all vehicle's speeds measured over a period of time divided by the total number of vehicles over the same time period. Mean speeds are used for determining local speed limits.

85th percentile speeds are the speeds at or below which 85% of all vehicles are observed to travel under free-flowing conditions. This is a nationally recognised method of assessing traffic speeds.

Where there is not a consistent relationship between the 85th percentile and the mean speed, it will usually indicate that motorists have difficulty in deciding the appropriate speed for the road. This is informed by traffic data, usually captured over a 'typical' week.

This suggests that a better match between the road design and the speed limit is required. In such situations it may be necessary to consider the appropriateness of the limit or whether there is a need for additional engineering or enforcement measures.

Table 2 below shows the range of measured speeds that are used when assessing existing speed limits as detailed in the National Police Chiefs Council guidelines, to determine whether compliance of existing speed limits is being adhered to.

On roads where surveys indicate that the measured mean speed and/or 85th percentile speed are beyond these thresholds, the appropriateness of the speed limit without accompanying measures (either existing or proposed) should be reviewed.

Speed Limit	Mean Speeds	85th percentile speeds
20 mph	24 mph	28 mph
30 mph	30 mph	35 mph
40 mph	40 mph	46 mph
50 mph	50 mph	57 mph
60 mph	60 mph	68 mph

Table 2 Speed Limit ranges

If the current measured speeds are higher than these limits, then there are three potential outcomes based on the core principles of the strategy:

- Keep the speed limit as it is.
- Review the rationale for the existing limit – in some cases the environment may mean that a higher speed limit may be more appropriate for the section or part of it to help encourage the correct behaviour in the relevant environment.
- Introduce measures to manage mean speeds within the posted Speed Limit.

It may be necessary to collect speed data from multiple points on a road, route, or area depending on the extent of the scheme and differences in the local environment.

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7.7 Safety and Speed Cameras

Fixed camera technology systems are an engineering option that facilitates enforcement by the Police. These can be designed and installed in the Borough as a measure of last resort in locations and on routes that have a history of collisions resulting in serious injury or death.

Average speed camera technology works best on roads with large distances between junctions, which enables monitoring over a reasonable distance. In urban areas more junctions require more camera locations to cover a zone and these systems do not allow for instances where, for example, a pedestrian crossing will stop traffic. This reduces their effectiveness as the approach and exit speeds can be high but, due to the delays during the journey, the average speed technology would not recognise an offence having been committed.

The criteria for assessing whether speed cameras should be considered are set out by the CRSG to provide a consistent Cheshire wide approach. The use of cameras should always be proportionate, targeted, consistent and transparent in line with current National Police Chiefs Council guidance.

The funding for camera technology on the highway can come from a range of sources including Government grants such as the DfT Safer Road Fund Scheme but is subject to available budgets and prioritisation.

CRSG will continue to monitor technology developments for speed management. This includes:

- Safety camera devices linked to Automatic Number Plate Recognition systems.
- Digital and radar sensor technologies.
- In vehicle technology such as intelligent speed assistance systems.

The Council will consider potential opportunities for piloting or trialling new types of system in conjunction with CRSG.

7.8 Speed Limit Framework

The speed limit framework serves as a guide for the identification and selection of speed limits in both urban and rural settings by documenting the traits and features of a suitable environment.

The speed limit framework will be considered alongside the Network Hierarchy. The framework is split into possible speed limits and is based on guidance from the Department for Transport in Circular 1/2013 Setting Local Speed Limits.

Note that not all features will be present in all cases, nor is there an expectation for all to be present. They are intended to be indicative of environment only.

Cheshire East Council
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20mph Speed Areas (Zones and Limits)

Rural and Urban Environments

Traffic authorities are able to use their power to introduce 20mph speed limits or zones on:

- Major streets where there are – or could be - significant numbers of journeys on foot, and/or where pedal cycle movements are an important consideration, and this outweighs the disadvantage of longer journey times for motorised traffic.
- Residential streets in cities, towns and villages, particularly where the streets are being used by people on foot and on bicycles, there is community support, and the characteristics of the street are suitable.

Where a 20mph speed limit is desirable outside a school this may be either advisory or mandatory as a variable speed limit.

20mph should be considered where there is proposed active travel scheme or where a fundamental change in the nature of the road would support such a speed limit.

On proposed housing development sites, where appropriate, the Council will mandate, at application stage, that a 20mph limit or zone be applied to the minor residential access roads and residential access way / shared surface roads.

20mph limits can be introduced over an area where mean speeds at or below 24mph are already achieved over a number of roads.

20 mph zones require at least one traffic calming measure (e.g. speed humps, chicanes) or repeater speed limit signing and/or roundel road markings at regular intervals.

When considering implementing a mandatory 20mph speed limit or zone, Cheshire East will consider the full range of options and their benefits, including road safety, wider community, environmental benefits, and costs.

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30mph Speed Limits

This speed limit may be considered for all hierarchy classifications of the Well Managed Highway Network Hierarchy (see appendix C)

Urban

- The national speed limit on street lit roads is 30 mph.
- The standard speed limit in urban areas is 30 mph.
- In other built-up areas (where motor vehicle movement is deemed more important), with development on both sides of the road.

Rural

- Suited to settlement areas which have a clearly defined core with shopping area, town\village green, etc.

Considerations affecting the definition of a 30mph speed limit includes the presence of the following:

- Facilities generating pedestrian/cycle activity – such as schools, shops, public house, play areas, etc.
- Almost continuous frontage development exceeding 600m in length
- Significant development in depth
- Significant pedestrian activity throughout the day with provision of footways and or crossings

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40mph Speed Limits

This speed limit may be considered for main distributor, strategic and resilient network of the Well Managed Highway Network Hierarchy (see appendix C)

Urban

- On higher quality suburban roads or those on the outskirts of urban areas where there is little development, with few cyclists, pedestrians or equestrians.
- On roads with good width and layout, parking and waiting restrictions in operation, and buildings set back from the road.
- On roads that, wherever possible, cater for the needs of non-motorised users through segregation of road space, and have adequate footways and crossing places
- Where there are no direct frontages.

Rural

- Settlement has shop(s), school(s), public house etc.
    - Significant development on both sides of road, but not necessarily continuous, with some development in depth
    - Some pedestrian/cycle activity throughout the day with possible peaks associated with schools etc.
    - Some provision for pedestrians/cyclists or acknowledged need and possible warning signs

50mph Speed Limits

This speed limit may be considered for main distributor and strategic network of the Well Managed Highway Network Hierarchy (see appendix C)

Urban

On dual carriageway ring or radial routes or bypasses that have become partially built up, with little or no roadside development

Rural

Should be considered for lower quality A and B roads that may have a relatively high number of bends, junctions or accesses. Can also be considered where mean speeds are below 50 mph, so lower limit does not interfere with traffic flow.

For C and Unclassified roads with important access and recreational function the speed limit of 50 mph is only appropriate for the lower quality C unclassified roads with a mixed (i.e. partial traffic flow) function with high number of bends, junctions or accesses.

Cheshire East Council
Highways

National Speed Limits

This speed limit may be considered for all hierarchy classifications of the Well Managed Highway Network Hierarchy (see appendix C)

Urban and Rural roads

The national speed limit on the rural road network is 60 mph on a single carriageway and 70 mph on dual carriageways.

Recommended for most high-quality strategic A and B roads with few bends, junctions or accesses.

The default position is the national speed limit applies in areas without street lighting. The rural unclassified road speed limit is 60mph.

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7.9 20mph Areas

The introduction of 20mph areas has been shown to encourage the uptake of active travel within a locality[1]. Mandatory 20mph speed limits and zones can be considered in those locations where self-compliance is or can be achieved through:

- The nature of the road layout
- The presence of traffic calming features
- Where a fundamental change in the nature of the road would support such a speed limit.

Nationally there are two definitions for roads with mandatory 20mph speeds, these are:

- 20mph speed limits (implemented with Traffic Regulation Orders, signage and roundels painted on the carriageway), and
- 20mph zones (implemented in the same manner as the 20mph speed limit plus additional engineering measures to encourage self compliance)).

It is recognised that the distinction between 20mph speed limits and 20 mph zones can create confusion, and they are often used interchangeably. To alleviate this, we will now use the collective term of 20mph areas. Engineers are required to follow national legislation for zones and limits with respect to the signage and measures that can be used.

When assessing an area for a 20mph zone the following will be considered:

- Potential for Active Travel.
- Pedestrians and Vulnerable Users.
- Infrastructure.
- Education facilities.
- Health facilities.
- Community facilities.
- Active frontage.
- Environment.

Alongside the above considerations, the following will be undertaken:

- The Council will collect speed data.

[3] (Atkins, Aecom,and Professor Mike Maher (UCL), 2018) https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/757302/2 0mph-technical-report.pdf

- The lead engineer will visit all roads in a proposed area.

The road function, considered through the movement framework (Figure 4), can be used to identify those areas which may be appropriate for lower speeds due to higher pedestrian and cycle movements (due to local land use) and relatively low vehicle movement. Such areas may benefit most from 20mph areas. As a starting point, 20mph areas are potentially appropriate on residential streets and town centres. Some high streets may also be suitable, depending on their character and location.

Whilst some locations may be appropriate for 20mph areas, they are also likely to require additional supporting measures to ensure compliance. Whilst the person movement value can provide an indication of suitability for 20mph, other criteria will need to be taken into account as detailed in Section 7.8.

Where existing speeds are over 24mph, the implementation of a 20mph area will require traffic calming and/or technological measures to reduce and control speed to the appropriate levels and support self-compliance. Where the existing speeds are over 28mph extensive engineering measures will need to be considered and assessment of their likely effectiveness will need to be fully understood. As such these measure may be introduced as part of wider placemaking and street scene changes, where 20mph limits become part of wider low traffic neighbourhoods (also known as mini Hollands).

Advisory 20mph speed limits can be introduced outside schools. These advisory provisions are not legally enforceable and do not require a traffic regulation order but are a tool to encourage behavioural change. Any advisory 20mph speed limit will operate during school start and finish times.

These advisory limits do not preclude formal 20mph areas. Schools contribute to place value and are likely to benefit from 20mph areas should the environment be suitable or adaptable. The default position for the Council is that a 20mph area may be implemented – if the environment allows – when new schools are proposed, or where significant changes are made to existing school facilities.

7.10 Existing 20mph Areas

It is recognised that there are variances in how 20mph speed limits and zones have been implemented historically across the borough. These schemes were correct at the time of installation, though do not necessarily comply with the revised Speed Management Strategy. All schemes designed and delivered following the adoption of this document shall comply with the new strategy.

7.11 Zonal Rural Speed Limits

A zonal rural speed limit is a speed limit, below 60mph, over a series of interconnecting roads in a rural location; they are usually 40mph.

A process has been developed for the consideration of zonal rural speed limit. .

- Existing speeds are no greater than 40 mph on roads in the planned zone.
- The location has been agreed with the relevant Police traffic management officer.

- The zone would have a predominantly local, access or recreational function and/or form part of a recommended network of routes for vulnerable road users.

- A recognised or known collision history for the planned zone.

To support and inform these considerations the Council will collect speed data on all roads where there is a concern that vehicle speeds are high and the lead engineer will visit the location.

Should the zone be implemented it would need to be self-enforcing and approved by the DfT.

7.12 Considerations to setting speed limits

Considerations of whether the normal application of the speed limit framework should be applied will be limited to the following situations and conditions:

- Addressing Air Quality Management Areas (AQMAs).

- On roads that cross between different Highway Authority boundaries where policies and practices may differ.

- Where a buffer or shoulder zone speed limit between 2 different speed limits is necessary or desirable.

- Accommodation of planned developments.

7.13 Air Quality Management Areas (AQMAs)

Motor vehicle engines work most efficiently at around 50mph. While traffic is often slower than 50mph at peak times, having a consistently lower speed limit may help to improve journey time reliability by smoothing the traffic flow, because it reduces the number of times vehicles need to stop and start again. This in turn reduces the time traffic is stationary or moving slowly in queues and has a positive effect on air quality as vehicles' engines emit the most Nitrogen Dioxide emissions when they are switched on but not moving or moving slowly.

Where it is assessed as part of an action plan to address air quality within an AQMA and this is expected to be an appropriate tool, we may change a speed limit in an area to a level that does not necessarily satisfy the criteria set out in the speed limit framework outlined in Section 7.8.

7.14 Cross Border Roads

It is important that neighboring traffic authorities work closely together, especially where roads cross boundaries, to ensure speed limits remain consistent.

Where a road crosses our authority boundary, we will discuss any proposed speed limit changes with the neighbouring Highway Authority to establish the reasoning for the speed limit change and safety benefits.

Before making any decision on the actions we take we will also consult with, and consider the views of:

- Cheshire Police,
- CEC local Member and,
- Speed Management Group.

.
This may mean we introduce a speed limit that does not satisfy the criteria set out in the speed limit framework outlined in Section 7.8.

7.15 Buffer or Shoulder Zones

Where there are outlying houses beyond a village boundary or there are high approach speeds to a village an intermediate speed limit (buffer/shoulder zone) may be appropriate.

The use of such limits will be restricted to sections where immediate speed reduction causes the driver difficulty or would have minimal effect well into the extent of the lower limit.

In the case of high approach speeds, other speed management within the village limit, such as the use of signing or lining to create a visual impact or other physical measures to change the appearance of the roads, may be more appropriate to encourage compliance with the village.

7.16 Planned Developments

Where land has been approved for housing development in the Council's Local Plan, we will consider a speed management measure, on an existing road, to accommodate the future development of the site. The measure chosen will be informed by proposals brought forward by developers and, where appropriate, will be aligned to the Speed Limit framework criteria set out in Section 7.8.

Any revision to a speed limit could be implemented on first occupation of the development.

The physical design of new residential roads should encourage motorists to drive at 20mph or less as set out in national guidance, (e.g DfT Manual for Streets). The default speed limit for new residential roads is 30mph, however, the council may, where appropriate, mandate at application stage that a 20mph limit be applied to the minor residential access roads and residential access way / shared surface roads.

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Abbreviations and Acronyms

AQMA	Air Quality Management Areas
AONB	Area of Outstanding Natural Beauty
DfT	Department for Transport
LTP	Local Transport Plan
PCSO	Police Community Support Officer
SID	Speed Indicator Device
SMG	Speed Management Group
TRO	Traffic Regulation Order
TSRGD	Traffic Signs Regulations and General Directions 2016

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Appendix A – Prioritisation Matrix

Consideration of engineering measures prioritisation

Please ensure all white cells are set to "BLANK" and the score is ZERO before starting a new location score.
Type only in the White Cells
Please create a COPY of this sheet for each location and all questions

Assessment by:					Ref No:			
Date of assessment								
Location	Has this location been assessed in the past 3 years? (If Yes all scores will be 0)	Blank	Road Classification:	Blank	Speed Limit:	Blank	Environment:	Blank
my lane								

A - CASUALTY REDUCTION

		Fatal	Serious	Slight		
1	Number of recorded injury collisions in last 5 years	0	0	0	No score assigned	
2	Of these collisions, have any had speed identified as a causation factor? (Yes = 3, No = 0)	Blank				0
3	Will this location be considered through an alternative programme of work? (E.g. Road Safety, S106, STEPS, Active Travel etc.) (If Yes all scores 0, No = 3)	Blank				0

B – SUSTAINABLE TRAVEL

4	On a bus route? (Yes = 2 , No = 0)	Blank	"No" inserts "0" score for Q6	0
5	Bus Frequency? (Houly or more frequent = 5, Frequency is less than hourly = 2)	Blank		0
6	On a cycle route ? Yes on LCWIP route =2, Yes not on LCWIP route = 1 , No cycle route = 0	Blank		0
7	Propensity for cycling Low = 1, Medium = 3, High = 5	Blank		0
8	Level of Pedestrian activity Low = 1, Medium = 3, High = 5	Blank		0

C - ACCESSIBILTY AND CAPACITY

9	Are there terraced housing or houses close to the highway? (Yes = 2, No = 0)	Blank		0
10	Is there a footway available? (Yes = 0, No = 2)	Blank		0
11	Is the road narrow (less than 7.3mj? (Yes = 2, No = 0)	Blank		0
12	Current or Planned Speed Management Measures in place? (Yes = 0, No = 4)	Blank		0

D - AMENITY

13	Is location in close proximity to a Conservation area? (Yes = 1, No = 0)	Blank		0
14	Is location a AQMA site? (Yes = 2, No = 0)	Blank		0
15	Is this a Residential location? (Yes = 5, No = 0)	Blank		0
16	Is location in close proximity to an Equestrian centre? (Yes = 1, No = 0)	Blank		0
17	How many Retail facilities are in close proximity? (E.g. Shops, Supermarkets, Hair & Beauty establishments.) (Under 3 = 0, 4 to 12 = 1, 13 or More = 2)	Blank		0
18	How many Education facilities are in close proximity? (E.g. Nurseries, Schools, Colleges, Universities.) (0 = 0, 1 to 2 = 1, 3 or More = 2)	Blank		0
19	How many Health Institutions are in close proximity? (E.g. Doctors, Hospitals, Care homes, Dentists, etc.) (0 = 0, 1 to 3 = 2, 4 or More = 3)	Blank		0
20	How many Hospitality facilities are in close proximity? (E.g. Cafes, Restaurants, Takeaways, Bars, Hotels, etc.) (0 = 0, 1 to 10 = 1, 11 or More = 2)	Blank		0
21	How many Places of Worship are in close proximity? (0 = 0, 1 to 2 = 1, 3 or More = 2)	Blank		0
22	How many Tourist Attractions or Leisure Facility are in close proximity? (E.g. Museums, Garden Centre, Gardens, Historic Houses, Gyms, Parks, etc.) (0 = 0, 1 to 3 = 1, 4 to 6 = 2, 7 or More = 3)	Blank		0

Enter information / responses only in the grey boxes. All other cells are protected

E – NEIGHBOURHOOD ENGAGEMENT

23	Political Support (E.g. MP, Ward Memeber, Town Or Parish Council) (Yes = 5, No = 0)	Blank		0
24	Police support/concerns (Yes = 10, No = 0)	Blank		0
25	Other organisations (E.g. Resident association, Speed Watch Group) (Yes = 5, No = 0)	Blank		0

F - LOCAL CONCERN

26	Number of recorded resident and/or stakeholder concern for vulnerable road user safety on CONFIRM? (In Past 3 Years) (0 = 0, 1 to 2 = 5, 3 or More = 10)	Blank		0
27	Do more than half of the recorded concerns above reference traffic speeds causing social issues (Severance)? (Yes = 10, No = 0)	Blank		0
28	Does this location support wider actve travel schemes in the locality? (Yes = 10, No = 0)	Blank		0

Ref no	Location		Assessed by	Date of assessment	Total Score
0	my lane		0	00/01/1900	0

Copy and paste the above line as VALUES into the Summary sheet

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Appendix B - Cheshire Police Speed Management Process

Cheshire Constabulary

Speed Management Process August 2015

Speed complaint to Police via Local Authority / other source

TM officer records complaint on Speed Management TeamSite

TM officer liaises with Local Authority re complaint including available Intel / history

TM officer & Local Authority decide on course of action based on below options

Available options – any one or a combination of the below (escalating in order)

NFA – Provide feedback / and recommendation

Further investigation – evidence gathering

Offer 'Road Safe Scheme' – *CWAC area only

Offer social media

Speed Indicator Displays (SIDS) – only if available

Community Speed Watch (CSW) – if available

Enforcement – LPU & RPU officers

Enforcement – RPU / Speed Vans

Local Safety Scheme

30 & 40 mph only
An informal speed management device operated by volunteers in accordance with a defined process and initiated by an identified community group.

30 & 40 mph only
An informal speed management process involving the use of speed guns at the roadside. Volunteers are trained and supported by either the Police, PCSOs or Safety Wardens. Vehicle details of those exceeding the relevant speed limit are recorded with drivers receiving warning letters

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Appendix C – Well Managed Highway Network Hierarchy

Classification / Category	Criteria
Resilient Network	The most strategic roads within the Borough which are nationally and locally strategic.
Strategic Routes	Trunk and some Principal 'A' class roads between Primary Destinations, Routes for fast moving long distance traffic with little frontage access or pedestrian traffic. Speed limits are usually in excess of 40 mph and there are few junctions.
Main Distributors	Routes between Strategic Routes and linking urban centres to the strategic network with limited frontage access.
Secondary Distributors	B and C class roads and some unclassified urban routes carrying bus. In residential and other built up areas these roads have 20 or 30 mph speed limits and very high levels of pedestrian activity with some crossing facilities including zebra crossings.
Link Roads	Roads linking between the Main and Secondary Distributor Network with frontage access and frequent junctions. In urban areas these are residential or industrial interconnecting roads with 20 or 30 mph speed limits, random pedestrian movements and uncontrolled parking. In rural areas these roads link the smaller villages to the distributor roads.
Local Access Roads	Roads serving limited numbers of properties carrying only access traffic. In rural areas these roads serve small settlements and provide access to individual properties and land. They are often only single lane width and unsuitable for HGVs. In urban areas they are often residential loop roads or cul-de-sacs