

Circular Roads 1/93
(Department of Transport)

Circular Roads 1/93
(Welsh Office)

**THE DEPARTMENT
OF TRANSPORT**

2 Marsham Street London SW1P 3EB

**Welsh Office
Highways Directorate**

Phase 1

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All correspondence to be addressed
to the Director of Highways

The Chief Executive
County Councils) in England
District Councils) and Wales
London Borough Councils
Common Council of the City of
London

13 January 1993

Dear Sir/Madam

ROAD TRAFFIC REGULATION ACT 1984:- SECTIONS 81-85 LOCAL SPEED LIMITS

1. This Circular, which has no financial or manpower implications, supersedes Circulars Roads 1/80 and 4/83 and Welsh Office Circulars 10/80 and 47/83, all of which are hereby cancelled.
2. Major changes have been made to the procedures for determining appropriate speed limits. In particular, the requirement for the Secretary of State's consent to speed limits on principal roads outside Greater London has been removed. Part I sets out the government's policy on local speed limits on trunk roads and suggests general principles to local authorities to follow. Part II contains advice on certain aspects of the law concerning the setting of speed limits and is little changed from that contained in the previous Circulars.

PART I

RESPONSIBILITY FOR SPEED LIMITS

3. Under the Road Traffic Regulation Act 1984 the Secretary of State is responsible for setting speed limits on trunk roads. For other roads the Local Traffic Authority is responsible, although the consent of the Secretary of State is required in respect of a speed limit order applying to any principal road. However it is no longer considered necessary to retain this provision with respect to principal roads. This should relieve Local Traffic Authorities of the bureaucratic requirements to make applications for consent and will permit them to exercise their professional judgement on principal roads as on other local roads. In London, however, the local Traffic Authority should continue to notify the Traffic Director for London before exercising powers under sections 81-85 of the 1984 Act as appropriate where this would affect traffic conditions on a primary route or designated road. Nothing in this circular changes the arrangements under section 60 of the Road Traffic Act 1991 and paragraph 5 of Schedule 5 to the Local Government Act 1985.

4. This Circular sets out the criteria that are to be used in setting local speed limits on trunk roads. The Departments commend the criteria to Local Traffic Authorities for application to decisions concerning speed limits on local roads. However, it is for each Local Traffic Authority to decide whether or not to apply these criteria in any particular case.

THE USE OF SPEED LIMITS

5. The main purpose of specific speed limits is to provide for situations where it is appropriate for drivers to adopt a speed which is lower than the national speed limit. That limit does not imply that it is a safe speed under all conditions and drivers should adopt still lower speeds if conditions warrant. The establishment of speed limits is also a method through which legal sanctions can be brought to bear on those who drive markedly faster than is reasonable on that road. Specific speed limits cannot, on their own, be expected to reduce vehicle speed if they are set at a level substantially below that at which drivers would choose to drive in the absence of a limit.

GENERAL PRINCIPLES

6. The following general principles will be applied in setting speed limits on trunk roads. It is recommended that these same factors be considered by Local Traffic Authorities in setting speed limits on the roads for which they are responsible.
 - 6.1 Local speed limits are normally unnecessary where the character of the road itself limits the speed of most vehicles (say 95%) to a level at or below the of that limit under consideration.
 - 6.2 Accidents should be a factor in determining the necessity of imposing a limit and might help justify the cost of engineering measures. Limits may be introduced because of a poor accident record, however it is not axiomatic that a speed limit is the best cure; Conversely the lack of an accident history should not of itself rule out introducing a limit.
 - 6.3 Mandatory speed limits should not be used to solve the problem of isolated hazards, such as a single road junction or bend, as they would be difficult to enforce over such a short length. Other measures such as warning signs, improvement of junctions, superelevation of bends and new or improved street lighting are likely to be more effective. Similarly, the provision of adequate footpaths will usually be a more effective means of ensuring pedestrian safety than will a speed limit.
 - 6.4 Speed limits should be lowered only when a consequent reduction in vehicle speed can reasonably be expected. A survey of traffic speeds should indicate whether a lower limit, will, in the absence of regular enforcement, be likely to result in lower actual speed.
 - 6.5 A study of types of accidents, their severity, causes and frequency can indicate whether an existing speed limit suits present conditions or whether it needs to be changed. Such systematic study may well lead to the conclusion that a particular accident problem might be better met by a local safety scheme, than by a speed limit order which would be unlikely in itself to influence driver behaviour significantly.
 - 6.6 The most important factor when setting a limit is what the road looks like to the road user. This is influenced by the road geometry (road width, sightlines, bends, crossings etc.) and the environment through which the road passes (rural, residential, shop frontages, schools etc.) Road users will expect lower limits where they can see that there are more potential risks. However, different road user groups perceive risks differently. In particular, motor vehicle drivers do not have the same perception of the hazards of speed as do vulnerable road users and are most affected by the road geometry when determining a sensible speed. Sometimes the “messages” given by the surrounding environment and the road geometry can be contradictory. There is little point in establishing a limit, however desirable from an environmental or safety point of view, if it is not going to have any effect on actual vehicle speed. In Annex A a description is given of the features which can be expected at well sited limits of different level.

- 6.7 Before introducing a local speed limit, Traffic Authorities will wish to satisfy themselves that the benefits exceed the disbenefits. In reaching that decision, it is generally not possible to carry out a cost/benefit assessment since many of the factors involved cannot be quantified in financial terms. Factors which should be considered for inclusion in such an assessment are set out as follows:

Benefits

- Accident savings.
- Reduced emissions.
- Improvement to the environment.
- Improvement in amenities.
- Reduction in public anxiety.
- Improved facilities for vulnerable road users.

Disbenefits

- Delays to traffic.
- Cost of signing.
- Cost of engineering measures and their maintenance.
- Cost of enforcement.

PROCEDURE

7. If it is considered that a local speed limit is desirable, the suggested procedure to determine what the limit should be is set out below.
- 7.1 Decide, on the basis of Annex A, the appropriate limit for the road taking into account the environment and the accident history.
 - 7.2 If the observed 85th percentile speed is within 7mph or 20 per cent of the proposed limit, the limit may be introduced.
 - 7.3 If the 85th percentile speed is not within 7mph or 20 percent of the proposed limit, either:
 - a. impose a higher limit in the expectation that it will reduce vehicle speed (but probably not to the optimum level); or
 - b. alter the environment/road geometry so as to achieve speeds closer to the desired speed and then introduce the lower limit.
8. Techniques for reducing traffic speed by highway engineering are being developed with a view to providing further advice to Local Traffic Authorities. Although these techniques will, in due course, be available for a wide variety of different road types it is unlikely that there will be an engineering solution for every particular circumstance.

VILLAGES

9. A relaxation of the criteria may be appropriate where roads with high traffic levels pass through villages, where speed limits will often be sought to protect village life. A 30mph limit may be imposed in such a case where it is considered appropriate and enforceable; in other cases similar latitude may be justified in applying the speed criteria for a 40mph limit. However, if the 85 percentile speed is much above 50mph there is no point in imposing a 40 mph limit and if any local limit is justified, only a 50mph limit will be realistic. It is not axiomatic that the lowest limit will produce the lowest actual speed. If the limit is unrealistically low drivers may well choose to ignore it whilst a higher, but more realistic, limit could affect drivers' choice of speed.

LENGTHS OF LIMITS

10. It is generally preferable to aim at ½ mile as a normal minimum length on which to apply a limit, so that motorists will not be confused by too frequent changes in speed limit along a length of road. However, there will be circumstances where a shorter distance is suitable. The actual length adopted for a limit will depend on the limit applied and also on the conditions at or beyond the end points.
11. Where a limit would otherwise end on a steep gradient, sharp bend, hump-backed bridge or other hazard, the restriction may need to be extended so as to clear the hazard. Similarly, an extension may be required to provide good visibility of the speed limit signs. A limit may also need to be extended so as to cover any new access to an estate.
12. Sometimes it is desirable to include in a restricted length short stretches of road which by themselves would not merit a restriction. But a gap between limits which is longer than ½ mile and does not meet the criteria for a 30, 40 or 50 mph limit should be left at the national speed limit.
13. It may exceptionally be appropriate to use a short length of 40 mph or 50 mph as a "buffer" transition between a length of road subject to a national limit and another length on which a lower limit is in force, for example on the outskirts of towns with adjoining intermittent development. The use of such transitional limits should however be restricted to sections of road where immediate speed reduction causes real difficulty. A "countdown" system of successive short lengths of road with mandatory limits at gradually decreasing speeds is to be avoided as they cannot be enforced.

PART II

ROUNDBABOUTS

14. Where several roads with different limits enter a roundabout, the roundabout should be restricted at the same level as the majority of the approach roads. If there is an equal division, for example where a 30mph road crosses one restricted to 40 mph, the roundabout itself should take the lower limit. It follows that if all the approach roads have the same limit, the roundabout too should be restricted at that level. Care should be taken that approaching roads with a lower limit are not suddenly signed at a higher limit just as they reach the roundabout.

SPEED LIMIT SIGNS

15. Under Section 85 of the Road Traffic Regulation Act 1984 (referred to from hereon as "the 1984 Act"), it is the duty of the local authority to erect and maintain prescribed speed limit signs on their roads in accordance with the Secretary of State's directions. The signs are prescribed and the directions contained in the Traffic Signs (Speed Limits) Regulations and General Directions 1969, SI 1969 No. 1487, as amended by the Traffic Signs (Speed Limits) (Amendment) Regulations and General Directions 1977, SI 1977 No. 952, both to be subsumed into the revised TSRGD in due course.

16. The erection of signs is an integral part of enforcing a speed limit Order and an authority which fails to put up the prescribed sign is in breach of its statutory duty under Section 85 of the 1984 Act. On roads where there is no street lighting or where lamps are more than 200 yards apart, the absence of the prescribed signs will make it impossible to secure conviction.
17. Further detailed advice on the form and siting of speed limit signs is given in Chapter 9 of the Traffic Signs Manual. Annex B shows correct signing of side road junctions. The diagrams in the Annex are also shown in the Traffic Signs Manual.

STREET LIGHTING AND NEW LIGHTING INSTALLATIONS

18. Section 81 of the 1984 Act makes it an offence for a person to drive a motor vehicle on a restricted road at a speed of more than 30 mph. Section 82(1) of that Act defines a restricted road as one on which there is a system of street lighting furnished by means of lamps placed not more than 200 yards apart. A road which is a restricted road for the purposes of Section 82(1) can by means of a direction issued under Section 82(2) by the Traffic Authority cease to be a restricted road for the purposes of Section 82(1).
19. The effect of Section 82 of the 1984 Act is that any road will become a restricted road when a system of lighting of the specified density is installed on it and will thus become subject to the restricted road speed limit of 30 mph (S.81), unless it is de-restricted by direction under S.82(2) allowing the national upper limit to apply, or some other limit as imposed by Order. Authorities with responsibilities for speed limits will, therefore, need to keep a close watch on all proposals for new street lighting installations to ensure that a speed limit appropriate for the road when lit will apply. Decisions need to be taken in good time because the procedural requirements for de-restriction and speed limit orders are time consuming. Ideally, the appropriate speed limit should be brought into force as soon as the street lighting installation is complete. Where this is not possible, delay should be kept to an absolute minimum because the relationship between the installation of lighting and the need for a speed limit alteration will become less and less obvious to the public as time goes by and it is not desirable to have rapid successive alterations in speed limits.
20. Authorities acting as agents for the Departments on trunk roads must consult, as appropriate, with the Departments' Regional Offices or the Highways Directorate of the Welsh Office, when lighting is to be provided on trunk roads, but the added speed limit implication of such lighting makes it very important that such consultations take place at an early stage, so that any necessary steps to change the speed limit from the otherwise automatic 30 mph can be put in hand as soon as possible.

CASES OF THE INSTALLATION OF LIGHTING

21. A number of different situations which Traffic Authorities may face are described below with advice on how they should be handled.

Existing road, unlit and un-restricted (ie upper national speed limit applies)

22. The installation of a system of street lighting in this case will give the road restricted status automatically unless and until it is de-restricted by direction. However, the installation of lighting on such a road will rarely justify, in itself, a lower speed limit than applied before lighting and it is important that authorities should not allow restricted road limits to apply by default. To avoid the obvious nonsense of the speed limit changing from say 60 mph to 30 mph and then back to 60 mph, authorities are advised to start the procedure for de-restriction as early as possible and certainly well before the lighting installation is complete. The aim should be to bring the lighting into operation at the same time as the Order. The Chief Officer of Police for the area must be kept informed because of the implications for enforcement during the period when the legal status of the speed limit is in doubt.

Existing road, unlit and subject to a speed limit imposed under Section 84

23. In this case the installation of street lighting will not give the road restricted status; the speed limit imposed by the Order will prevail. However, the lighting may alter the conditions of the road so that the existing limit is no longer appropriate. The criteria set out earlier in this Circular Roads should be tested against the conditions prevailing after lighting. If this points to a need to change the speed limit, the change should be made as quickly as possible. The need for a change in the limit after lighting may be anticipated in some cases on the basis of experience with the road without lighting. In this case the authority should start the procedure for applying a different limit before completion of the lighting installation so that the new limit can be brought into force as soon as the lighting works are completed. Signs erected in advance to indicate the new limit would need to be covered until that limit comes into force.

New Road, under construction, which is not to be restricted

24. Many new roads are constructed complete with lighting systems. Section 122A of the 1984 Act (introduced by Section 24 of the New Roads and Streetworks Act 1991) makes it possible to impose a derestriction Order on a new road before it is open to the public.

Footway Lighting/system of street lighting

25. Section 82(1) of the 1984 Act describes a restricted road as one which has a “system of street lighting furnished by means of lamps placed not more than two hundred yards apart”. The Departments cannot give an authoritative interpretation of what constitutes such a system (that is a matter for the Courts). With this reservation, however, authorities may find helpful the following informal comments. In the Departments’ view a system of street lighting the purpose of attracting restricted road status under Section 82(1) has to comprise a minimum of 2 lamps within 200 yards of each other and provide adequate light for persons and vehicles using the road or the part of the road on which the speed limit exists. A system which is designed to light merely a footway forming part of a road so that pedestrians can proceed in safety probably would not come within the definition. It is thought that the system needs to provide a system of lighting for the whole road or at least that part of it on which the speed limit exists. In cases where there is serious doubt about whether a road has restricted road status by virtue of Section 82(1), it would be prudent to assume that it does not, and, if appropriate, to impose the restricted road status by Order.

Temporary Lighting

26. Subject to the reservations contained in paragraph 25 above, it is not the Departments’ view that temporary lighting provided at road works should be considered as street lighting for the purposes of Section 82(1) as this lighting is installed merely for illuminating temporary dangers and will not be permanent. However this would not preclude a Local Traffic Authority from introducing a temporary speed limit where that was considered desirable.

30 mph speed limit signs

27. The use of repeater signs on lit 30 mph roads is expressly forbidden by paragraph 6(1)(b) of the Traffic Signs (Speed Limits) General Directions 1969 (SI/1487). This is because if there were repeater signs on some lit 30 mph roads but not on others drivers might claim that the absence of repeaters led them to believe that some speed limit other than 30 mph applied. They are reported to have done so when repeaters were allowed. The sign at the start of the limit must therefore be conspicuous. There have been cases where drivers have been given no indication other than the lighting itself that the speed limit has changed.

Authorities are asked therefore to pay particular attention to the positioning of 30 mph initial signs on all lit roads.

RECORDS OF SPEED LIMITS

28. Records which have been made of the presence or absence of speed limit signs to which Section 85 of the 1984 Act relates need to be preserved carefully, as they may be needed to secure convictions. This can best be done by keeping them with other records relating to speed limits - e.g Orders and Directions made under Sections 82-84 of the 1984 Act - so that there is a single source of reference for information relating to the validity of any speed limit which may be brought into question. If the Authority is having difficulty with such records it is asked to let the appropriate Department know, through the contact referred to at the end of this Circular.

20 MPH LIMITS AND VARIABLE SPEED LIMITS

29. Information on 20 mph speed limits and the associated zones is contained in Circular Roads 4/90 and for Variable Speed Limits in Circular Roads 2/92. (Welsh Office Circulars 2/91 and 46/92).

TECHNICAL GUIDANCE

30. There are a number of devices now available to measure speed but the radar speed meter is still one the most convenient for recording small numbers of vehicles. A sample of 100 private cars travelling in each direction in free flow conditions enables the 85th percentile to be conveniently determined. The site at which observations are made should be carefully chosen to be representative of the general conditions. If it appears that speeds vary along the road in question and therefore no one site seems typical, more than one site should be chosen to reflect this variation. Even where speeds appear fairly constant, measurement points should be no more than half a mile apart.

PROCEDURE FOR LOCAL AUTHORITIES MAKING SPEED LIMIT ORDERS

31. The procedure for local authorities in making speed limit orders is laid down in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulation 1989, (SI 1120/1989). The main requirements are summarised in Circular 2/89. Any Traffic Authority which is in doubt as to its legal obligations should refer to the Regulations themselves.
32. Any enquiries on distribution of this Circular should be addressed to NGAM Division, Room 3/11, 2, Monck Street for the Department of Transport and to the Director of Highways for the Welsh Office, Highways Directorate, Government Buildings, Ty-Glas Road, Llanishen, Cardiff CF4 5PL - telephone 0222 761456 ext 5251. Any other questions should be addressed to Room C17/08A, 2, Marsham Street, London SW1P 3EB - telephone 071-276-6322.

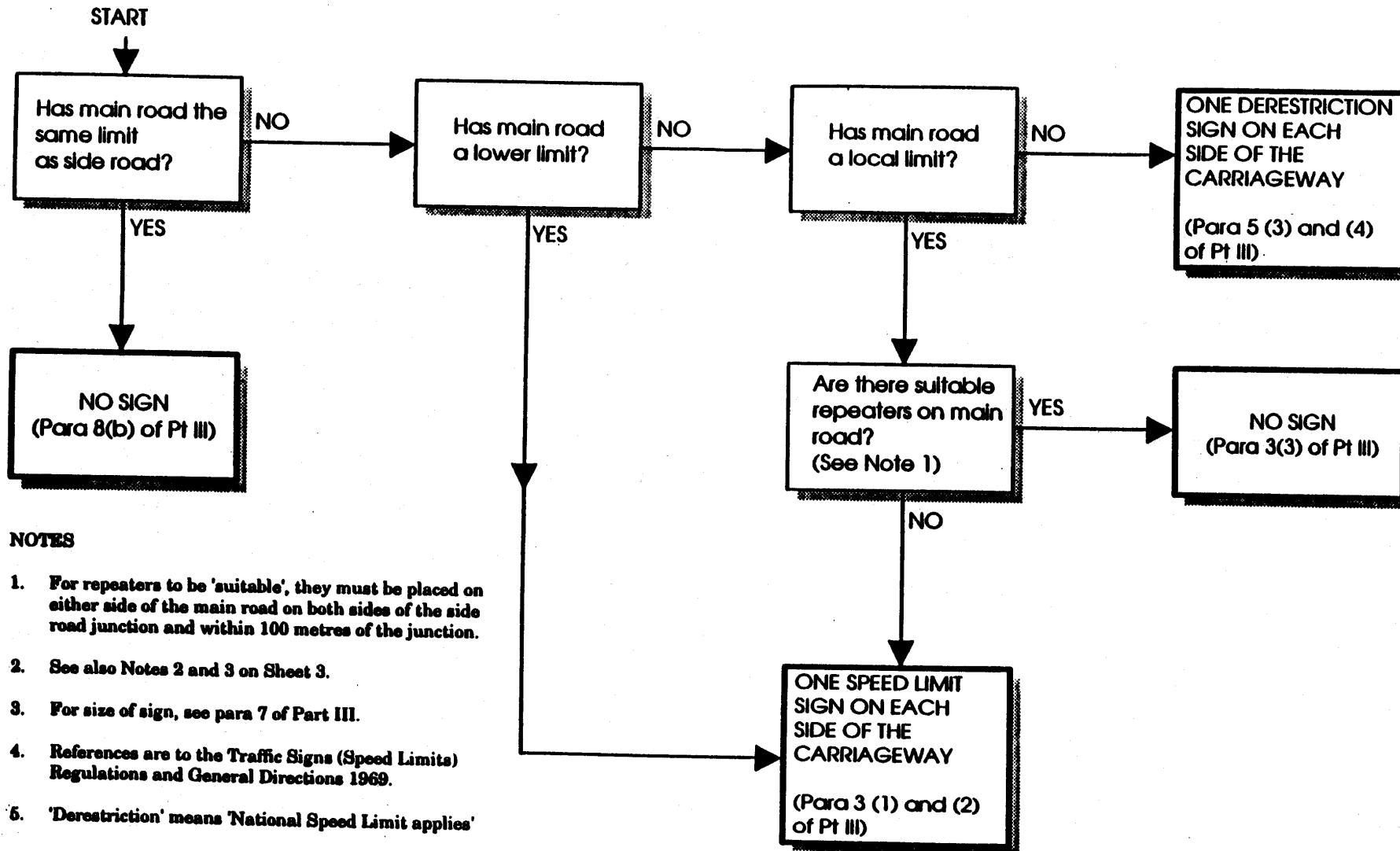
Your faithfully

P H MARTIN
ROAD SAFETY DIVISION

J G EVANS
NETWORK MANAGEMENT
WELSH OFFICE

CHARACTER OF ENVIRONMENT	CHARACTER OF ROAD	TRAFFIC COMPOSITION
<u>20 MPH SPEED LIMIT</u>	See Circular Roads 4/90	
<u>30 MPH SPEED LIMIT</u>	i). City streets and unimproved main traffic routes, or ii) main roads through built up villages with Frequent junctions, inadequate visibility for speeds much above 30mph and pedestrian crossings. Few parking and waiting restriction.	High proportion of two wheeled vehicles. Large number of pedestrians.
Partially built up lengths lying between 30 mph limits and not long enough to stand on their own as 40mph limits.		
<u>40 MPH LIMITS</u>		
Built up (as above)	Main traffic routes (e.g. ring and radial routes) with good width and layout. Adequate footways and crossing places where necessary. Parking and waiting restrictions	As above
Partially built up (usually exceeding 50% of frontages). Buildings generally set back from road, sometimes with service roads. Undeveloped lengths between 30 and/or 40 mph limits and too short for a higher limit.	i) By-passes and other important traffic routes which have become partially developed, or ii) Mains roads through some villages	A noticeable presence of two wheeled vehicles and pedestrians
<u>50 and 60 MPH LIMITS</u>		
Lightly built up. Some frontage development.	Suburban Roads or high standard roads on the outskirts of urban areas.	Few pedestrians (or full provision for crossing by means of subways or bridges. Few pedal cyclists (or road provided with cycle tracks)
Rural roads. Development not essential but maybe cafes or filling stations or other features which attract traffic. E.g. parks and sports grounds.	Roads with restricted visibility or junctions or, where dual, gaps in the central reservation. By-passes which have become subject to some development.	

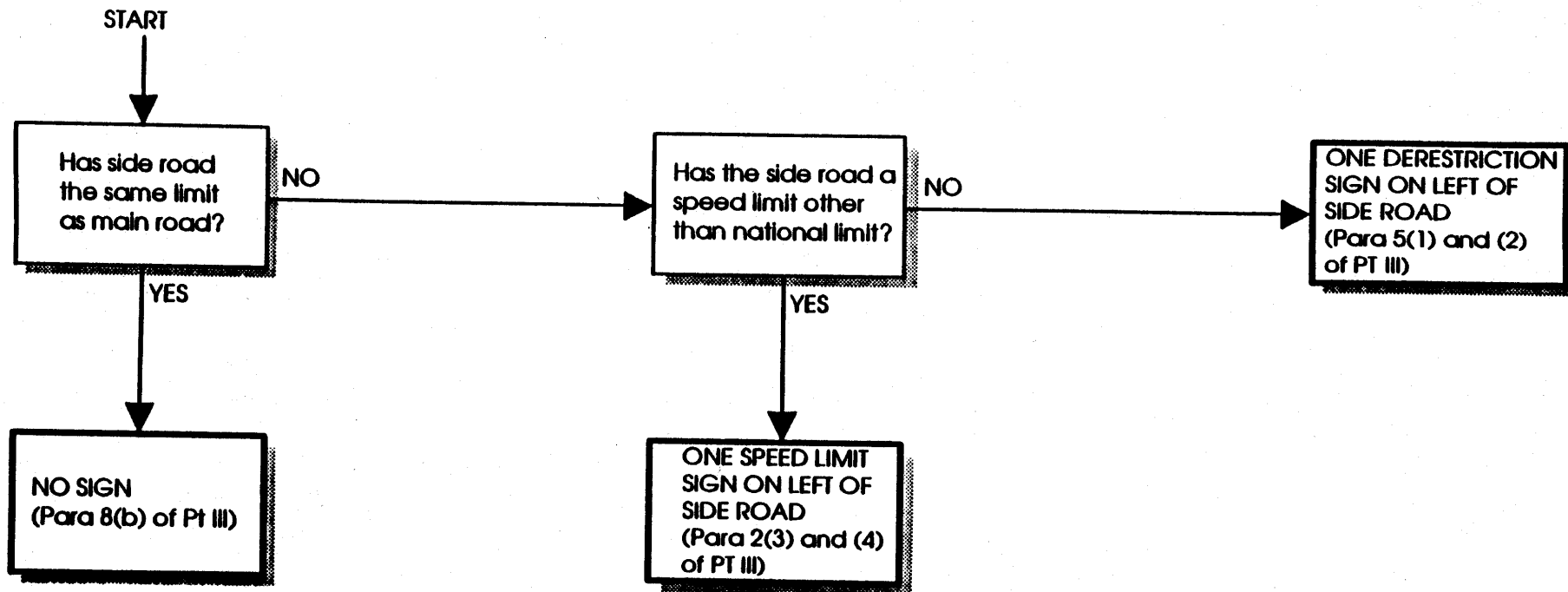
SPEED LIMIT AND DERESTRICTION SIGNS AT SIDE ROAD JUNCTIONS TO FACE VEHICLES ENTERING MAIN ROAD.



NOTES

1. For repeaters to be 'suitable', they must be placed on either side of the main road on both sides of the side road junction and within 100 metres of the junction.
2. See also Notes 2 and 3 on Sheet 3.
3. For size of sign, see para 7 of Part III.
4. References are to the Traffic Signs (Speed Limits) Regulations and General Directions 1969.
5. 'Derestriction' means 'National Speed Limit applies'

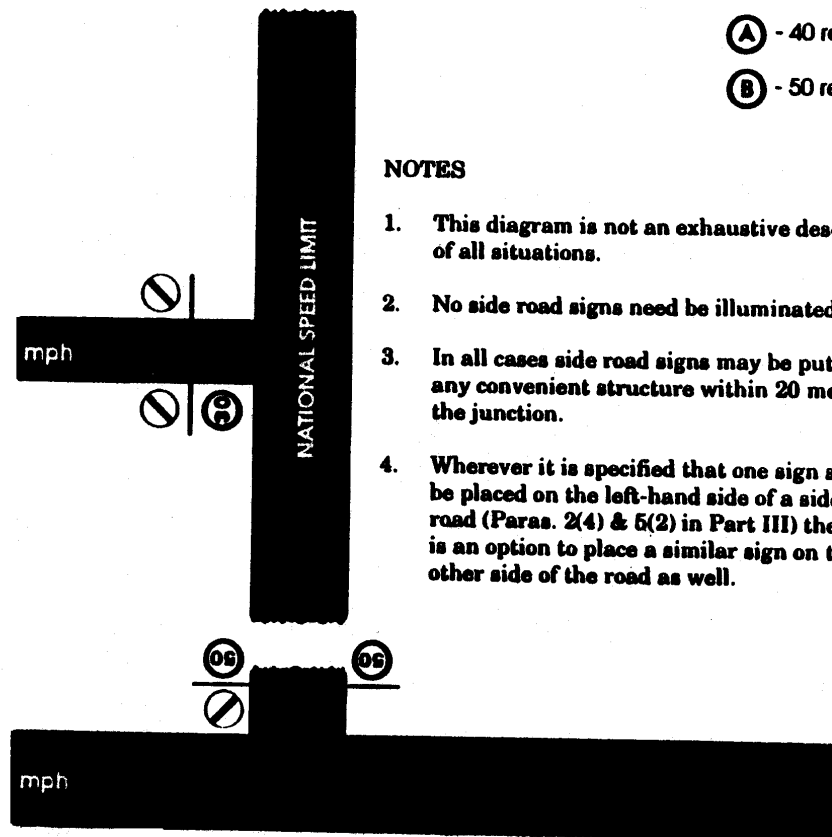
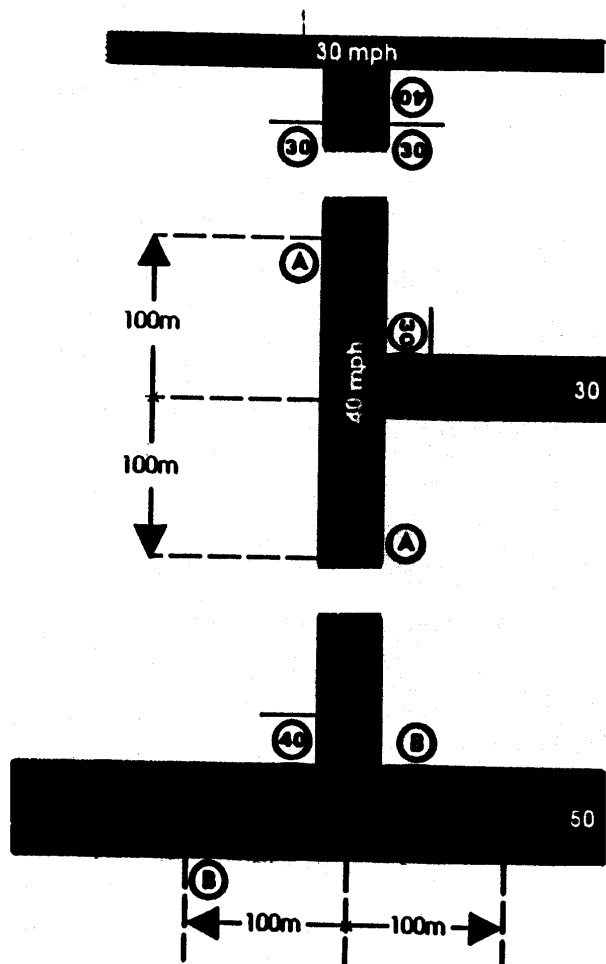
SPEED LIMIT AND DERESTRICTION SIGNS AT SIDE ROAD JUNCTIONS TO FACE VEHICLES ENTERING SIDE ROAD.



NOTES

1. For size of signs see Para 7 of Part III
2. See also Notes 4 and 5 on Sheet and Notes 2 - 4 on Sheet 3.

**SPEED LIMIT SIGNS AT SIDE - ROAD JUNCTIONS - EXAMPLES
(DIAGRAMMATIC AND NOT TO SCALE)
SINGLE CARRIAGEWAY ROADS**



Ⓐ - 40 repeaters
Ⓑ - 50 repeaters

NOTES

1. This diagram is not an exhaustive description of all situations.
2. No side road signs need be illuminated.
3. In all cases side road signs may be put up on any convenient structure within 20 metres of the junction.
4. Wherever it is specified that one sign shall be placed on the left-hand side of a side road (Paras. 2(4) & 5(2) in Part III) there is an option to place a similar sign on the other side of the road as well.

SPECIMEN PUBLIC NOTICE
OF DRAFT ORDER
FOR IMPOSING RESTRICTED ROAD STATUS

[] COUNTY COUNCIL
ROAD TRAFFIC REGULATION ACT 1984

[TITLE OF PROPOSED ORDER

1. The [] county council hereby give notice that they propose to make the abovenamed Order under sections 82(2) [and] 83(2) [and 84(1)] of [and Part IV of Schedule 9 to] the Road Traffic Regulation Act 1984, the effect of which will be to impose a speed limit of 30 miles per hour on [N.B. insert name of road] [known as] in [] between a point [] and a point [], a distance of approximately [] [part of] [which is at present subject to a [] miles per hour speed limit imposed by an Order which it is proposed to [revoke] [vary]].
2. A copy of the proposed Order, a statement of the council's reasons for proposing it, a map indicating its location and effect and a copy of the [N.B. insert the title of the Order which it is proposed to revoke or vary] may be inspected at [] [N.B. insert normal office hours e.g. between 9.30am and 4.00pm on Mondays to Fridays] until [] 199 .
3. Objections to the Order and other representations relating to the Order may be made to the undersigned at [] by [] 199 . All objections and other representations must be made in writing [quoting ref.] and all objections must specify the grounds on which they are made.

Dated [] 199 .

County Secretary

SPECIMEN PUBLIC NOTICE
OF DRAFT ORDER
FOR IMPOSING A SPEED LIMIT HIGHER THAN 30 MPH

[] COUNTY COUNCIL
ROAD TRAFFIC REGULATION ACT 1984

[TITLE OF PROPOSED ORDER]

1. The [] County Council hereby give notice that they propose to make the abovenamed Order under sections 84(1) and (2) of the Road Traffic Regulation Act 1984, the effect of which will be to impose a speed limit of [] miles per hour on [N.B. insert name of road] [known as] in [] between a point [] and a point [], a distance of approximately [].
2. A copy of the proposed Order, a statement of the Council's reasons for proposing it and a map indicating its location and effect, may be inspected at [] [N.B. insert normal office hours e.g. 'between 9.30am and 4.00pm on Mondays to Fridays] until [] 199 .
3. Objections to the Order and other representations relating to the Order may be made to the undersigned at [] by [] 199 . All objections and other representations must be made in writing [quoting ref.] and all objections must specify the grounds on which they are made.

Dated [] 199 .

County Secretary

DRAFT ORDER TO IMPOSE A SPEED LIMIT BELOW 30 MPH

ROAD TRAFFIC REGULATION ACT 1984

THE [] COUNTY COUNCIL
 ([] MPH SPEED LIMIT) ORDER 199

The [] County Council, in exercise of their powers under section 84(1)(a) and (2) of the Road Traffic Regulation Act 1984, and of all other enabling powers, after consultation with the chief officer of police in accordance with Part III of Schedule 9 to that Act [and with the consent of the Secretary of State for Transport given under Part II of that Schedule], hereby make the following Order:-

1. This Order may be cited as the [] County Council ([]mph Speed Limit) Order 199 , and shall come into force on [] 199 .
2. No person shall drive any motor vehicle at a speed exceeding [] miles per hour on the road specified in the Schedule to this Order.

Dated this [] day of [] 199 .

The Common Seal of)

the [] County)

Council was hereunto)

affixed in the)

presence of:-)

County Secretary)

SCHEDULE

[N.B. Insert description of road from notice].

DRAFT ORDER TO IMPOSE RESTRICTED ROAD STATUS
NO REVOCATION OF ANOTHER ORDER INVOLVED

ROAD TRAFFIC REGULATION ACT 1984
THE [] COUNTY COUNCIL (RESTRICTED ROAD) (NO) ORDER 199

The [] County Council, in exercise of their powers under sections 82(2) and 83(2) of the Road Traffic Regulation Act 1984, and of all other enabling powers, after consultation with the chief officer of police in accordance with Part III of Schedule 9 to that Act

hereby make
the following Order:-

1. This Order may be cited as the [] County Council (Restricted Road) (No) Order 199 and shall come into force on [] 199 .
2. The road specified in the Schedule to this Order shall be a restricted road for the purposes of section 81 of the Road Traffic Regulation Act 1984.

Dated this [] day of [] 199 .

The Common Seal etc

SCHEDULE

[N.B. Insert description of road from notice].

DRAFT ORDER TO IMPOSE RESTRICTED ROAD STATUS
WHERE ANOTHER ORDER IS REVOKED OR VARIED

ROAD TRAFFIC REGULATION ACT 1984

THE [] COUNTY COUNCIL (RESTRICTED ROAD) (NO.) ORDER 199

The [] County Council, in exercise of their powers under sections 82(2) [and] 83(2) [84(1)(a) and (2)] and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, and of all other enabling powers, after consultation with the chief officer of police in accordance with Part III of Schedule 9 to that Act

hereby make the following

Order:-

1. This Order may be cited as the [] County Council (Restricted Road) (No.) Order 199 , and shall come into force on [] 199 .
2. The road specified in Schedule 1 to this Order shall be a restricted road for the purposes of section 81 of the Road Traffic Regulation Act 1984.
3. The [] Order 19 , by virtue of which [the road specified in Schedule 2 of this Order became a restricted road for the purposes of section 81 of the Road Traffic Regulation Act 1984] [a speed limit of [] miles per hour was imposed on the road specified in Schedule 2 to this Order] [is hereby revoked] [shall be varied as follows]].

[4.]

Dated this [] day of [] 199 .

The Common Seal etc

SCHEDULE 1

[N.B. Insert description of road from notice].

SCHEDULE 2

[N.B. Insert description of road from earlier Order].

DRAFT ORDER TO IMPOSE A SPEED LIMIT HIGHER THAN 30 MPH

ROAD TRAFFIC REGULATION ACT 1984

THE [] COUNTY COUNCIL
 ([] MPH SPEED LIMIT) ORDER 199

The [] County Council, in exercise of their powers under section 84(1)(a) and (2) of the Road Traffic Regulation Act 1984, and of all other enabling powers, after consultation with the chief officer of police in accordance with Part III of Schedule 9 to that Act

hereby

make the following Order:-

1. This Order may be cited as the [] County Council ([]mph Speed Limit) Order 199 , and shall come into force on [] 199 .
2. No person shall drive any motor vehicle at a speed exceeding [] miles per hour on the road specified in the Schedule to this Order.

Dated this [] day of [] 199 .

The Common Seal of)
 the [] County)
 Council was hereunto)
 affixed in the)
 presence of:-)
 County Secretary)

SCHEDULE

[N.B. Insert description of road from notice].

DRAFT ORDER TO IMPOSE A SPEED LIMIT HIGHER THAN 30 MPH
WHERE ANOTHER ORDER IS REVOKED OR VARIED

ROAD TRAFFIC REGULATION ACT 1984
THE [] COUNTY COUNCIL
([] MPH SPEED LIMIT) (NO.) ORDER 199

The [] County Council, in exercise of their powers under section[s] [82(2), 83(2)], 84(1)(a) and (2) of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, and of all other enabling powers, after consultation with the chief officer of police in accordance with Part III of Schedule 9 to that Act

hereby make the following

Order:-

1. This Order may be cited as the [] County Council ([]mph Speed Limit) Order 199 , and shall come into force on [] 199 .
2. No person shall drive any motor vehicle at a speed exceeding [] miles per hour on the road specified in Schedule 1 to this Order.
3. The [] Order 19 , by virtue of which [the road specified in Schedule 2 to this Order became a restricted road for the purposes of section 81 of the Road Traffic Regulation Act 1984] [a speed limit of [] miles per hour was imposed on the road specified in Schedule 2 to this Order] [is hereby revoked] [shall be varied as follows] .

[4.]

Dated this [] day of [] 199 .

The Common Seal etc

SCHEDULE 1

[N.B. Insert description of road from notice].

SCHEDULE 2

[N.B. Insert description of road from earlier Order].