

Annex: Discrepancies between Speed Management Strategy and DfT Guidance (01/2013)

SMS Reference	SMS Statement	DfT Guidance and other observations
1.1.4 and 5.1.6	“self-compliance is the key principle in national guidance”	This is inaccurate. The DfT guidance lists no such principle.
1.1.8	“DfT state that existing mean speeds should be used as the basis for determining speed limits”	Existing speeds are one of seven key factors listed by DfT. Others include: composition of road users (including vulnerable users) and history of collisions.
1.1.9 and 6.4.2	Where existing speeds are above 24mph additional measures will be required to lower speeds.	This is a Herts CC requirement. Nothing in national guidance requires this.
5.5.1 KC 5	When collecting speed data this should be based on fastest section of road in free-flowing conditions.	This is a supplemental Herts CC requirement. National guidance refers only to mean road speeds.
6.1.2	All roads in 20mph areas must demonstrate speed compliance.	National guidance states that 20mph limits over a wider number of roads should be considered where mean speeds are 24mph or below over a number of roads. There is no requirement for every road to be compliant.
6.2.1 and 18	20mph zones are defined nationally as self-enforcing areas with engineering measures and some signage	This is not accurate. 2016 changes in national guidance permit 20mph zones to use only repeater signs/roundel road markings. There is no requirement for engineering measures. Nor does the national definition include any reference to self-enforcing.
10.1.4	Static signs alone have only a 2mph average reduction on speed	This is misleading. An average reduction of 2mph conceals the fact that faster roads can see speed reductions of 6mph – whilst slower roads in a scheme may already be travelling at 20mph.
10.3.2	List of engineering measures available.	Why are Speed Indicator Devices not included?
15.1	Speed reduction measures can be costly.	It is significantly less expensive per km of road to introduce wide area 20mph areas than on a piecemeal basis.
App B	Removes provision in previous SMS which allowed 10% of roads in a 20mph area to have average speeds of more than 24mph.	DfT guidance specifically encourages 20mph limits over a wider area: “where mean speeds are 24mph or below over a number of roads.” There is no requirement for every road to meet the average speed test.
App E	20mph zones will be self-enforcing with little or no police enforcement.	This is a misquote of DfT guidance which states that there should be no more than routine enforcement .