

## **Speed limit change: budget estimate**

### **1. Speed Limits and TROs.**

Speed limits are made by Traffic Regulation Orders (TROs) and governed by the Road Traffic Regulation Act 1984 (Part VI). There is a legal process to be followed to ensure they are set up correctly and can be enforced by the police:

- All relevant parties must be consulted. This includes parish, town and district councils, road user groups, the emergency services and bus operators.
- Adverts must be placed in local newspapers stating the proposed speed limits for the specific road lengths and other important information. Adverts will also be placed on site. ( Large roadside notices are available to ensure non-local drivers have an opportunity to respond)
- Details must also be made available for public inspection, usually in libraries and on the internet.
- It is good practice to provide the opportunity for the public to respond via an online survey.
- An advert is needed when the TROs for the speed limits are confirmed.
- The police Area TM officer to be notified when new speed limit is in place, so they can confirm that it is legally enforceable and advise that enforcement can proceed.

When speed limits are changed or lengthened this same process must be undertaken.

### **2. Scheme Appraisal**

Before deciding to change a speed limit the following factors will be considered:

- accident and casualty savings
- improvement to the environment
- improvement in conditions and facilities for vulnerable road user
- reduction in public anxiety
- increased journey times for motorised traffic
- costs of implementation
- costs of engineering measures and their maintenance
- negative environmental impact of engineering measures
- costs of enforcement
- **all speed limit changes should be in accordance with the principles of DfT Circular 01/2006 "Setting local speed limits" or subsequent documents . This is necessary to ensure we comply with national guidelines and to ensure a consistent approach countywide. It should be stated in the public consultation materials how the proposals fit with this guidance.( or reasons for exceptions from it )**

- **Key Decision Report**

For any speed limit changes a Key Decision Cabinet Member Report must be submitted. This outlines the proposals, responds to all consultation comments/objections and provides a recommendation.

**3. Concept Budget Estimates**

This year there have been a number of speed limit changes requested through the delegated budget funding, whereby the Local Area Forum can select highway improvements to be implemented within their allocated budget. As part of the delegated budget scheme appraisal process all proposals were assessed and a concept budget estimate prepared. This budget is created to provide a realistic and robust budget for schemes to be undertaken. The simpler the scheme the more predictable the costs are. Speed limit changes need to go through the above consultation process and therefore the cost of processing the work can vary. Obviously, through the course of the design and implementation opportunities for cost savings will be sought and the budget estimate is not there simply to be spent.

**Cost Breakdown**

Task	Budget Cost
Transport for Buckinghamshire Fees – this allows for: <ul style="list-style-type: none"> <li>- Assessment of speed limit change.</li> <li>- Design of change.</li> <li>- Drafting TRO.</li> <li>- Reviewing Consultation Feedback</li> <li>- Preparing Key Decision Report</li> <li>- Project Management</li> <li>- Procurement</li> <li>- Produce stats plans</li> <li>- Road space booking</li> <li>- Site Supervision</li> </ul>	£2000
Legal Services Fees/Costs – these include for: <ul style="list-style-type: none"> <li>- Preparing the legal articles and definitions.</li> <li>- Two Public Notices in local newspapers.</li> <li>- Consultation.</li> <li>- Publish Order</li> <li>- Seal Order</li> <li>- Notify all consultation respondents of decision</li> </ul>	£3,000

Works Costs –(per single road length v500m ?) this allows for:	
<ul style="list-style-type: none"> <li>- Removal of existing signing and lining</li> <li>- Installation of new signs / Relocation of signs</li> <li>- Repeater signs if required</li> <li>- Line marking for speed limit roundels/centre lining</li> </ul>	£1,200
Subtotal	£6,200
Contingency of 20%	£1,240
<b>TOTAL</b>	<b>£7,440</b>

As stated above, the work involved in undertaking the TRO process and consultation can take considerably more time depending on the level of objection/support for a scheme. Also, additional work such as vegetation clearance may be required .

The costs for installation may be much higher if illuminated signs are involved or if extensive traffic management is required to safely remove/iinstall signs

The 20% contingency aims to provide for these unknown elements.

This estimate was compared with previous schemes delivered in 2010-11 (Wendover Safety Improvements, Butlers Cross and Sandhill Road, East Claydon). These schemes were each delivered for approximately £6,000.

A potential significant cost saving is to combine the advertising costs for a number of schemes together. This can be achieved when different schemes are located near to one another and are relevant to each other (i.e. both speed limit changes). Previously, as part of the speed limit review, these savings have been achieved, but as these schemes are proposed individually on the delegated budget it is unlikely that these saving can be made.

### **Other**

**Casualty Reduction should be sent a copy of the final TRO for adding to the speed limit TRO database ( & eventual inclusion in an online countywide speed limits map)**

**The speed limit change will be more effective if a VAS(s) is installed in the first few weeks of the new limit. (Casualty Reduction have 4 such signs available for use which can be installed by the Traffic Data team .(Suitable locations for these signs to be identified as part of original site assessment.)**