



Speed Limits Policy

Policy Statement	2
Scope of the Policy	2
Introduction	2
Categories of Speed Limits	4
Speed Limit Assessments	5
Assessment Criteria	6
Functional hierarchy / route assessment.....	7
Average speeds	7
Advisory speed limits	9
Process for Changing Speed Limits.....	9
Temporary Speed Limits.....	10
20mph speed limits and zones	10
20mph speed limits outside schools	11
Towns and Villages	12
Single Carriageway Rural Roads.....	13
Signing Speed Limits	14
Related Legislation and Guidance	15
Service Standards.....	16
Document Control	16

Policy Statement

Wokingham Borough Council has developed this policy with reference to national policy issued by central government "Setting Local Speed Limits, Department for Transport Circular January 2013" with four main objectives:

- Improve road safety for all users, with a particular focus on vulnerable road users such as pedestrians and cyclists.
 - Ensure that speed limits reflect the character and use of the surrounding environment.
 - Support the Council's broader objectives for air quality, sustainable travel, the climate emergency and public health.
 - Provide a clear, consistent framework for the review and implementation of speed limits.
-

Scope of the Policy

This policy outlines Wokingham Borough Council's approach to setting and reviewing speed limits on roads within the borough. It aims to enhance road safety, support sustainable travel and improve the quality of life for residents by setting appropriate speed limits based on local conditions and best practices. The policy also provides advice and guidance on the factors and additional supporting measures that may be needed to ensure successful management of vehicle speeds.

Introduction

Speed limits in Wokingham Borough are set based on a combination of national guidance, local conditions, and community needs. This policy follows guidance from the Department for Transport (DfT) while considering the specific needs of Wokingham's diverse road network. Nationally there are three default speed limits applicable in England, these are:

- the 30 miles per hours (mph) speed limit on roads with street lighting (sometimes referred to as Restricted Roads)
- the national speed limit of 60 mph on single carriageway roads
- the national speed limit of 70 mph on dual carriageways and motorways.

While these general speed limits provide a basis for setting appropriate speeds, they are not suitable for all roads. The Department for Transport's Circular 1/2013, Setting Local Speed Limits, offers detailed advice and guidance to Traffic Authorities on how to develop speed management strategies that cater to local needs. Authority to make changes to speed limits is granted through the Road Traffic Regulation Act 1984 (RTRA) and is implemented in accordance with the current Traffic Signs Regulations and General Directions (TSRGD).

The speed limit framework allows traffic authorities, such as Wokingham Borough Council, to establish local speed limits where specific conditions and community needs require a departure from the national standards. For instance, while higher speed limits may be

appropriate for strategic roads connecting major towns, lower limits are typically more fitting within towns and villages. In residential areas, areas of higher numbers of vulnerable road users (VRUs), shopping streets, and near schools, a 20 mph limit may be more suitable to prioritise the safety of pedestrians and cyclists. Implementing a speed limit different from the national standard requires the installation of repeater signs along the route to clearly indicate the new limit to drivers.

To encourage self-enforcement, limits should feel natural to the motorist and fit with the road environment. Drivers should not be confronted with too many changes in speed limits over short distances. Therefore, any one limit should be not less than 600m in length except as noted below for 30mph limits. There will be instances where there are speed limits shorter than 600m, in which these may have been approved in specific circumstances.

Experience shows that simply lowering a speed limit may not effectively or fully reduce traffic speeds if the existing average speeds are significantly higher than the proposed limit. When setting a limit, the risk of a limit being too low, and therefore ignored, may lead to unintended consequences such as criminalising many drivers, undermining the credibility of speed limits as a whole or placing an excessive burden on police or Council resources. These risks will be considered as part of the wider implementation process.

The 2022 changes to the Highway Code introduced a “hierarchy of road users” which places those road users most at risk in the event of a collision at the top of the hierarchy and placed greater responsibility on those who pose the greatest risk to others (generally motorised traffic) to use the highway safely. The most VRUs are pedestrians, cyclists and equestrians and exist in both urban and rural settings where they are an important consideration when setting speed limits.

To ensure consistency and credibility, speed limits should be part of a comprehensive approach to managing vehicle speeds and enhancing road safety. In cases where a lower speed limit is considered appropriate, physical changes to the road such as narrowing lanes, adding vertical traffic calming measures, or reconfiguring the roadway may be needed to encourage compliance. While these measures can be significantly more costly, they are generally more effective in sustaining lower speeds over time without relying heavily on police enforcement.

Whilst active support from the police for proposed change is not required, we will work closely together with Thames Valley Police in determining, or considering, any changes to speed limits.

Categories of Speed Limits

20mph Speed Limit

Generally, 20 mph speed limits should be considered in areas with a high presence of vulnerable road users (VRUs) and where traffic volumes are low, including:

- Urban residential areas.
- Shopping streets.
- Industrial estates (where there is a mix of HGV traffic and pedestrian movements).
- Roads adjacent to schools.
- Locations / routes forming part of an Active Travel “corridor”.
- Rural villages.

30mph Speed Limit

Generally, 30 mph speed limits should be considered where there are a higher proportion of VRUs are, or could be, present but 20mph is deemed not appropriate:

- Built up / partially built-up urban areas with a high proportion of property (e.g. houses, shops, church) frontage.
- Rural Villages.
- Rural “Quiet Ways” where roads are narrow, have no footways and only a narrow verge, have low traffic volume and low speeds and support a combination of VRUs.
- Speed limit on roads with a system of streetlighting (sometimes referred to as restricted roads) unless otherwise indicated.

40 mph Speed Limit

Generally, 40 mph speed limits should be considered where a balance between traffic flow and safety is required, and lower limits are not appropriate:

- Through traffic routes (single or dual carriageway) in partially built-up areas with segregated VRU facilities and limited frontage accesses or junctions.
- Lengths of A and B class rural roads identified as high risk.
- Rural C class and unclassified roads not within a village.

50mph Speed Limit

Generally, few VRUs present and/or segregated facilities provided:

- Rural A and B class single carriageways (not within a village).
- Rural all-purpose dual carriageways with frequent junctions or development access or otherwise identified as high risk.

60mph Speed Limit

Generally, 60 mph speed limits apply where national default limits are appropriate and local conditions do not justify a reduction:

- Rural all-purpose dual carriageways with minimal junctions identified as high risk.
- National speed limit on single carriageway roads unless otherwise indicated

70mph Speed Limit (National speed limit)

Generally, 70 mph speed limits apply where high-speed travel is appropriate and safe for the road type and vehicle class:

- Dual carriageways and motorways with central reservations and no street lighting, unless otherwise signed.
- Strategic inter-urban routes designed for long-distance travel with minimal frontage access and high geometric standards.
- Roads where traffic flow and journey time reliability are prioritised over local access or vulnerable road user activity.
- Applies by default in the absence of a posted limit or street lighting, as defined by national regulations

Speed Limit Assessments

When setting or reviewing speed limits, in addition to the above general categories, the following factors will be considered:

- **Road Characteristics:** Including road width, layout, visibility, and the presence of bends, junctions, and other hazards.
- **Road Function:** The primary use of the road (e.g., residential, commercial, rural) and its importance within the local road network.
- **Collision Data:** Historic collision data will be analysed to identify areas with a higher risk of collisions or near misses.
- **Traffic Volume and Speed Data:** Data on current traffic flows and average speeds will inform decisions on whether existing limits are appropriate.
- **Proximity to Vulnerable Areas:** Schools, hospitals, town centres, transport interchanges and other areas with high pedestrian or cyclist activity may warrant lower speed limits.
- **Environmental Impact:** Speed limits will also be assessed in terms of their impact on noise and air quality, particularly in residential areas.
- **Community and Stakeholder Feedback:** Wokingham Borough Council will engage with local communities, parish councils and other stakeholders during the review process.

The functional hierarchy / route assessment is undertaken to identify the typical speed limit appropriate for the route under consideration and in most cases will be the primary determinant in the speed limit assessment.

Assessment Criteria

To begin the process of assessing vehicle speeds, Council officers will first review available GPS or telematics data to gain an initial understanding of traffic data. Based on this preliminary information, a more detailed one-week automatic survey of vehicle speeds (in both directions) may then be commissioned to gather comprehensive data on mean speeds. For longer stretches of road, multiple survey locations may be necessary to ensure a complete picture of traffic flow.

As part of any speed limit assessment consideration will be given to the road traffic collision history of the road / route including frequency, severity, and causation factors. Those collisions that are evidenced to be treatable with appropriate engineering measures should be considered as part of the speed limit assessment. High risk sites identified through the road traffic collision data assessment will likely require supporting measures and, where appropriate, to be discussed and agreed with the Service Director for Highways and Transport in consultation with the Executive Member for Active Travel, Highways and Transport.

The Traffic Management Team will analyse road casualty data along any route where a new speed limit is proposed, with particular attention given to incidents involving vulnerable road users, such as pedestrians, cyclists, children, persons with disabilities or reduced mobility and the elderly. This evaluation helps determine the need for speed management measures to reduce the risk and severity of collisions, thereby enhancing safety, especially for vulnerable users. Newer roads built within the borough are designed to the most suitable speed, and therefore will not be assessed for any speed limit changes until appropriate data and evidence.

The objective is to achieve a balance between providing reasonable consistency of speed limit along a route or in an area and the need to encourage awareness of lower speed limits appropriate for changes in character or where risks are higher. Exceptionally lengthy sections of speed limit where the functional hierarchy does not support the lower limit, or multiple changes of short sections of speed limit along a route, should both normally be avoided.

The recommended minimum route length for a speed limit is 600m - this provides reasonable opportunity for active enforcement to be undertaken. However, when considering a compact village location along a route or when provided as a buffer length to provide transition to a lower speed limit this may be reduced to 400m. In exceptional circumstances this may be reduced to 300m with the approval of the Service Director for Highways and Transport in consultation with the Executive Member for Active Travel, Highways and Transport.

Functional hierarchy / route assessment

Good design should convey to users the appropriate use of any infrastructure. The Council's goal is that all highways naturally convey to road users the appropriate design speed. There will be areas where this is not the case, typically due to the historical nature of the highway or changes that arise from changes in the built or natural environment or its users.

Functional hierarchy relates to the way the road is being, or could potentially be, utilised by a mix of VRUs and motorised traffic. For example, roads in town centres will likely have a high number of pedestrians and cyclists mixing with a high volume of both local and through traffic, whereas a minor rural road may experience lower volumes of both VRUs and motorised traffic, but potentially at a higher speed and therefore pose a greater risk of more serious injury. A lower speed limit may encourage more sustainable travel by VRUs. The functional hierarchy / route assessment is therefore used to assess the functional use of the public highway, including potential future use by VRUs, and to determine where a particular speed limit is likely to be appropriate. The typical functional use is set out in Categories of Speed Limits section on page 4.

Average speeds

When considering implementing a new speed limit, the average (mean) speeds of the road will generally be considered first. Should instances be found of where the measured average speed is markedly higher than the limit the Council will seek to influence driver's perception of safe speed through traffic management measures (see below) on a priority basis (based upon the consideration factors above) within the available resources. The average (mean) speeds appropriate for each speed limit without the need to consider supporting measures are shown in table 1. Where data recorded exceeds the figures in table 1, the need for and nature of supporting measures will be discussed and agreed with the Service Director for Highways, Transport and Planning.

Speed Limit	20	30	40	50
Average speed should be below	24	35	46	57

Table 1 – Current average speeds relevant to each speed limit. Note that the measurement of the existing average speed is rounded to the nearest whole number.

This policy seeks to advance a progressive approach to implementing 20mph speed limits. In certain cases, a 20mph limit may be proposed on roads where current average speeds are higher, if doing so is essential to deliver broader benefits—such as improved safety, enhanced active travel, or positive community outcomes. Where such proposals are considered, the Council will engage with Town and Parish stakeholders, elected Borough Councillors, and other relevant parties as a part of the decision making process. Final decisions on measures will be made collaboratively with the Service Director for Highways and Transport and the Executive Member for Active Travel, Highways and Transport,

ensuring that all perspectives are taken into account and that the approach aligns with strategic objectives.

In the absence of a posted speed limit or system of street lighting (as defined by the Traffic Signs Regulations and General Directions) the national speed limit (NSL) of 60mph on single carriageway roads and 70mph on dual carriageways automatically applies. A 60mph speed limit on dual carriageways will only be used as part of a road safety intervention. In such cases any scheme progressed will require approval of the Service Director for Highways Transport and Planning in consultation with the Executive Member for Active Travel, Highways and Transport.

When considering a speed limit for a new road or modifying the speed limit of an existing one, engineers should consider both the mean speed of traffic and the 85th-percentile speed—the speed at or below which 85 % of drivers travel under open-road conditions. To maintain safe highway design in line with current guidance, including the Design Manual for Roads and Bridges and the Manual for Streets, the higher of these two values should be used when applying design standards. This ensures that road geometry, junction layout, and sight-lines are appropriate for the speeds drivers are actually likely to travel.

Speed reduction or other road safety intervention measures may be required to support a lower speed limit where average speeds exceed the speeds indicated in table 1,. There is no prescriptive guidance on which supporting measures to use, however, table 2 indicates a range of options that could be considered, in accordance with current national guidance, on a case-by-case basis. Proposals for specific sites, where deemed appropriate, may be discussed and agreed with the Service Director for Highways and Transport in consultation with the Executive Member for Active Travel, Highways and Transport.

Type of Measure	Application
Traffic signs	May include: <ul style="list-style-type: none"> • hazard warning or advisory signs • gateways including village name signs with optional road safety messages • enhanced speed limit signs • vehicle activated (interactive) signs • School Safety Zones
Road markings	May include: <ul style="list-style-type: none"> • speed limit roundels • “slow” markings • hatching • rumble devices
Vertical deflections	Only for use on roads with a 30mph or lower speed limit. May include: <ul style="list-style-type: none"> • road humps* • raised tables* • speed cushions*
Horizontal deflections	May include: <ul style="list-style-type: none"> • road narrowing such as kerb build outs, chicanes**, or pinch points

	<ul style="list-style-type: none"> • traffic islands • pedestrian refuge islands
--	--

Table 2 - Typical speed reducing measures

**Only possible with street lighting*

*** These are most effective when traffic flows are 4-6,000/day. Lower flows are likely to require chicanes, and higher flows are more likely to increase delays)*

In addition, communities may wish to pursue other behavioural change measures such as Community Speed Watch or the use of portable Speed Indicator Devices (SIDs) . Where appropriate these will be supported and licensed in accordance with current processes.

Advisory speed limits

Advisory limits should be used sparingly and will therefore only be used as part of a road safety intervention where evidence indicates a lower speed is necessary, but a formal permanent speed limit is not appropriate. They must be associated with the placement of suitable hazard warning signs in accordance with national guidance.

Advisory limits will require approval of the Service Director for Highways and Transport, and suitable evidence must be provided indicating the appropriate maximum speed to be advised.

Process for Changing Speed Limits

Initiation: Speed limit reviews may be initiated by Council officers based on safety assessments, as part of routine reviews, or in response to requests from the community.

Assessment and Consultation: Upon initiation, Council officers will conduct an assessment based on the criteria above. Stakeholders, including local residents, emergency services, and parish councils, will be consulted as appropriate.

Traffic Regulation Orders (TROs): Any proposed changes to speed limits will require a Traffic Regulation Order (TRO). A public consultation will be conducted as part of the TRO process to allow for community feedback.

Implementation and Monitoring: Approved speed limit changes will be implemented with appropriate signage and road markings. Following implementation, the Council will monitor the impact of the change on traffic speeds, collision rates, and community satisfaction. When new or amended speed limits are introduced, Wokingham Borough Council will ensure clear communication with all road users and stakeholders. This will include the publication of updates on either the Council’s website, social media channels, and/or through press releases where appropriate. In addition, temporary warning signage (e.g., "New Speed Limit in Force") will be installed at appropriate locations to alert drivers to the change. Permanent speed limit signs will be provided in accordance with the Traffic Signs Regulations and General Directions (TSRGD) and placed to ensure compliance and clarity.

Where appropriate, the Council will liaise with Thames Valley Police and other enforcement agencies to support education and appropriate enforcement of the new limits.

Temporary Speed Limits

In certain circumstances, such as roadworks or events, temporary speed limits may be imposed to ensure the safety of both road users and workers. These limits will be clearly signposted and communicated in advance to the public where possible.

20mph speed limits and zones

There is clear evidence that 20 mph speed limits and zones create safer and calmer road environments and support a shift towards more active travel, such as walking and cycling. Research from both UK and international studies shows that lower speed limits improve safety and perceptions of safety, which are key factors in encouraging people to choose walking or cycling over short car journeys.

20 mph measures can also contribute to a reduction in overall traffic volumes, as some shorter trips may be replaced by active travel. Vehicle emissions may also reduce due to smoother driving patterns and fewer harsh acceleration and braking events.

They are most appropriate in urban residential areas, shopping streets, village environments, industrial estates where large vehicles may be manoeuvring, or on routes forming part of an Active Travel “corridor” where lower vehicle speeds are necessary to support the safe movement of vulnerable road users (VRUs).

20 mph zones and limits are characterised as:

- Applied to a stretch of road and enforced primarily through signage and road markings, potentially across multiple related roads.
- Terminal signs at the entry points, with repeater signs provided in accordance with the Traffic Signs Regulations and General Directions (TSRGD).
- No physical traffic calming features are required, although supporting measures may be added if appropriate.
- Enforcement rests with the police and compliance depends largely on driver behaviour.

A new approach to 20mph limits

Wokingham Borough Council supports a more flexible approach to implementing 20 mph speed limits. Rather than applying a blanket reduction across all roads, the policy promotes targeted schemes in locations where lower speeds are most appropriate and where there is clear support from the local community. This includes residential areas, town centres, and roads near schools and other facilities - places where walking, wheeling, and cycling are more common.

Lower vehicle speeds in these environments offer a range of benefits. They reduce the risk and severity of collisions, particularly for vulnerable road users such as pedestrians, cyclists, and those using mobility aids. They also help create safer, quieter, and more pleasant streets, encouraging active travel and improving public health through reduced noise and air pollution.

Any new 20 mph speed limits will be monitored and evaluated to determine their success in reducing speeds. If necessary, further interventions will be considered to improve compliance. The Council recognises that not all roads meeting the above objectives will be suitable for a 20-mph limit. For example some main roads may remain at a higher speed limit.

20mph speed limits outside schools

Wokingham Borough Council recognises the area around schools may pose a potentially high risk to VRUs. It is also acknowledged a variety of stakeholders have a critical role in maintaining safety in these environments, including the school, parents / guardians of children attending the school, residents and through traffic.

A 20mph speed limit may be provided adjacent to schools where there is a mixed use of vulnerable road users and motorised traffic. A typical layout that would meet approval would involve a minimum 150m length on each approach to the school and its associated school keep clear markings

Where appropriate, this layout may be adjusted to accommodate the local environment and adjoining roads adjacent or near to the school may also be considered if deemed to be a high risk.

It is recognised that not all school sites will be suitable for a 20mph speed limit so other measures that can be considered adjacent to schools to support a reduction in congestion and improve road safety include:

- School Safety Zones (signs, flashing lights and advisory 20mph)
- Behavioural Change – education, training and publicity

20 mph Advisory Speed Limits

What Are “20 mph When Lights Flash” Signs

These school-warning signs display a message such as “*20 mph when lights flash*” alongside flashing amber lights. The advisory 20 mph speed applies only while the lights are operating—typically at the start and end of the school day. Because no Speed Limit Order is required, the limit is not legally enforceable; however, it provides a clear visual cue for drivers to reduce speed and explains why a lower speed is appropriate, which encourages voluntary compliance.

Installing advisory 20 mph signs outside schools is a low-cost measure to reduce vehicle speeds during peak arrival and departure times, enhancing safety for children and other vulnerable pedestrians as they travel to and from school.

Towns and Villages

Within built-up areas, such as towns and villages, it is generally appropriate for speed limits to be set at either 20mph or 30mph, depending on the nature and use of individual roads. The boundaries of towns and villages may be used as a broad guide, but speed limits should be defined more precisely based on the character of the roads, levels of VRU activity and the surrounding environment. Roads with a primary traffic movement function may remain at 30mph unless local conditions justify a lower limit. It may be appropriate to establish localised 20mph zones within wider town boundaries, particularly in residential neighbourhoods, shopping streets, and areas around schools, rather than applying a single limit to all roads within the town boundary.

Exceptions may apply to urban distributor roads, either single or dual carriageways, that have high through traffic volume with segregated VRU facilities and limited frontage accesses or junctions - in such cases the speed limit could be up to 40mph.

In a village environment a lower speed limit would normally begin at the village boundary as defined by the first property or community meeting space within that settlement. The typical requirement to be considered a village will be “A group of houses and associated buildings with at least one community facility or meeting place focal point such as a church, public house, shop, community hall or green”. Exceptions where there is ribbon development with no focal point, but a presence of vulnerable road users, may be considered through discussion with and agreement of the Service Director for Highways Transport and Planning in consultation with the Executive Member for Active Travel, Highways and Transport. However, any speed limit will comply with the minimum length distances.

Single Carriageway Rural Roads

Rural roads play an important role in the road hierarchy across Wokingham Borough, supporting a mix of leisure and business functions as well as serving communities. Access to sustainable travel in rural areas is of high importance to these communities, and it is critical to ensure rural bus stops and the public rights of way network can be accessed safely. However, many rural roads are narrow and not suited to high volumes of faster moving traffic, creating conflict with VRUs.

Some rural roads may be deemed to be “Quietways” and are typically narrow unclassified rural lanes with the following characteristics:

- No footway
- Narrow or no verges
- No carriageway centre line
- Low traffic volume
- Low average speeds
- Evidence of a mix of VRUs present, or the potential to encourage more VRU use

Quietways are low-traffic routes designed to provide safer, more comfortable environments for walking and cycling, helping people choose active travel for everyday journeys. Typically featuring a 20mph speed limit in built-up areas, Quietways use quiet residential streets, lanes, or rural roads where traffic volumes and speeds are kept low through design and management. In rural areas, Quietways can include minor roads and village streets where people walking, cycling, and driving share space in a safer, calmer environment. These routes may connect key local destinations such as schools, shops, and community facilities and can form important links between rural communities. By improving safety and reducing traffic dominance, Quietways help encourage healthier lifestyles, lower emissions, and improve the quality and attractiveness of both urban and rural areas.

Requests for speed reductions on single carriageway rural roads should be assessed against the functional hierarchy / route assessment to determine an appropriate speed limit. Potentially that speed limit could be:

- 50mph on “A” and “B” class roads
- 40mph on “C” class and “Unclassified” roads and
- 20 / 30mph on a road deemed to be a “Quiet Way”.

Quietways with no footways but regular VRU use should be considered for a lower speed than others. Quietways should be identified during Local Cycling and Walking Infrastructure Plan (LCWIP) reviews and marked with consistent signage

Wokingham Borough does include some Byways Open to All Traffic (BOAT) which form part of the Public Rights of Way (PROW) network. Whilst the PROW network benefits from

highway rights these are not normally maintained at public expense. Some motorised use of PROW may be permitted for access but VRU have the right of way over motorised vehicles. Where this is abused the Council has restricted the use or access to these byways.

Signing Speed Limits

Speed limits will be signed in accordance with current advice contained in the Traffic Signs Manual, Chapter 3. This will generally be through the use of standard speed limit terminal signs with road marking roundels and / or upright signs as repeater signing on an as needs basis. Each site will be assessed and considered for its own requirements.

Where a speed limit is reduced consideration should be given to any changes in existing signs or road markings to ensure these comply with the guidance contained within the Traffic Signs Manual. Where feasible, any appropriate works to amend the infrastructure should be incorporated with the speed limit reduction.

Village “gateways” on entry to a village that incorporate speed limit signing and a road safety message can reinforce the identity of the village environment and assist with self-compliance of a lower speed limit. Where appropriate, applications for community funded village gateways will be supported and licensed in accordance with current processes. However, these are normally funded by the local parish and town councils, not Wokingham Borough Council.

Where applicable, and such installation meets relevant criteria, vehicle activated signs may be considered to support a reduced speed limit. Wokingham Borough Council will generally support local communities utilising mobile Speed Indicator Devices to help influence perceptions of safe speed, where such use is in accordance with current guidance, and will be licensed in accordance with current processes.

When providing speed limit signs and other infrastructure a balance needs to be found between providing sufficient road user information to effect behaviour and not creating an unnecessary visual intrusion to the environment.

Related Legislation and Guidance

Road Traffic Regulation Act 1984 Section	Provision
Sections 1, 2, 4	Prohibition and restriction of waiting, one-way streets, prohibition of entry and left or right turns, or other specified movements
Sections 9, 10	Experimental TROs
Sections 14, 15,16	Temporary TROs
Section 19	Public Service Vehicle Orders
Sections 32, 35	Provision of parking places on roads without payment
Sections 32, 35, 45, 46, 49, 51, 53	Provision and regulation of parking places on road with payment.
Sections 46, 46A, 49, 51, 53, 55	Regulation of designated parking places
Section 61	Loading areas (off the highway)
Sections 81, 82, 83, 84, 85	Speed limits

Legislation and other guidance

- [Road Traffic Regulation Act 1984](#)
- [Transport orders guidance - GOV.UK](#)
- [Highways Act 1980](#)
- [Acquisition of Land Act 1981](#)
- [New Roads and Street Works Act 1991](#)
- [Town and Country Planning Act 1990](#)
- [Road Traffic Regulation Act 1984](#)
- [The Highways \(Inquiries Procedure\) Rules 1994 \(SI 1994 No. 3263\)](#)
- [The Compulsory Purchase \(Inquiries Procedure\) Rules 2007 \(SI 2007 No. 3617\)](#)
- [The Compulsory Purchase \(Inquiries Procedure\) \(Wales\) Rules 2010 \(SI 2010 No. 3015\)](#)
- [The Compulsory Purchase of Land \(Written Representations Procedure\) \(Ministers\) Regulations 2004 \(SI 2004 No. 2594\)](#)
- [The Local Authorities' Traffic Orders \(Procedure\) \(England and Wales\) Regulations 1996 \(SI 1996 No. 2489\)](#)
- [The Secretary of State's Traffic Orders \(Procedure\) \(England and Wales\) Regulations 1990 \(SI 1990 No. 1656\)](#)

Service Standards

Wokingham Borough Council is committed to engaging with the community on matters related to road safety and speed limits. Residents and local organisations are encouraged to submit concerns or requests for review, which will be considered as part of the Council's ongoing road safety initiatives.

Document Control

This policy and procedure is owned by the Highways and Transport Department.

Version	Date	Changes	Reviewer	Review Date