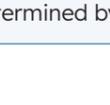


Safe and Appropriate Speed Limit Framework

Essex street types	Example streets and roads	Key risks to users	Essex safe and appropriate speed range (mph)
Destination Place	Major high streets, town squares and tourist areas, which are often partly pedestrianised or restricted to traffic	Highest presence of people walking, cycling and travelling with mobility aids	 (where traffic is permitted)
Linear Place	Other high streets or community streets with through road	Used by cars, buses and people travelling outside of vehicles. Risks associated with high potential for conflict between users (evidence suggests highest collision rate)	
Movement Area	High activity areas for multiple modes e.g. bus and rail stations or modal interchanges	Used by a mixture of modes and users. Risks associated with high potential for conflict between different road users and vehicles (evidence suggest highest collision rate)	
Local Street	Streets attracting local activity only e.g. residential streets or employment areas	Used by local vehicles, light good vehicles, and people walking, cycling and using mobility aids. High potential for conflict, related to the mix of users walking, cycling, travelling with mobility aids and in vehicles	
Mixed Use Street	Streets which provide access to local convenience shops and services, as well as through movements, e.g. village centres, local shopping parades or busier residential streets	Used by a wide variety of travel modes with higher volumes of traffic due to this mixture. Risks associated with the number of different uses, creating confusion and high potential for conflict	
Main Urban Road	Key movement routes within an urban area	Used by vehicles, buses and goods vehicles, typically providing a link between strategic roads and the more local network. Given urban location, there is potential for interaction between vehicles and other modes, including pedestrians and cyclists. Risks associated with whether users are separated and the level of interaction between vehicles and other users	
Local Road	Movement corridors which provide important local connections between villages and towns (typically rural)	Used by cars, buses and goods vehicles, lower presence of people travelling outside of vehicles. Risks associated with higher speeds, bends, poor visibility, potential for head-on collisions and side road accesses	 (upper speed limit determined by national speed limit)
Lane	Typically quieter rural routes which provide local access to properties and/or other rural land uses	While at a low level, used by people who are walking or cycling in certain areas, often without any other infrastructure. Unexpected presence of walkers and cyclists is a risk, alongside other risks related to often higher speeds, narrow carriageways, bends, poor visibility and side road accesses	 (upper speed limit determined by national speed limit)
Strategic Road	Main movement corridors with a strategic function e.g. major A roads	Used by vehicles, buses and goods vehicles. Risks associated with higher speeds and vehicle collisions	 (upper speed limit determined by national speed limit)