



General Principles & Scheme Governance  
Design

## GD 904

# The use of highest safe speed limits including advice on using 60mph at/through road works

(formerly CHE Memo 446/19)

Revision 0

### Summary

This standard contains the requirements for the use of highest safe speed limits and includes advice on the use of 60mph temporary speed limits at/through road works.

### Application by Overseeing Organisations

Any specific requirements for Overseeing Organisations alternative or supplementary to those given in this document are given in National Application Annexes to this document.

### Feedback and Enquiries

Users of this document are encouraged to raise any enquiries and/or provide feedback on the content and usage of this document to the dedicated Highways England team. The email address for all enquiries and feedback is: [Standards\\_Enquiries@highwaysengland.co.uk](mailto:Standards_Enquiries@highwaysengland.co.uk)

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## Release notes

Version	Date	Details of amendments
0	Nov 2020	GD 904 is a new document. This full document has been written in compliance with the new Highways England drafting rules.

## **Foreword**

### **Publishing information**

This document is published by Highways England.

### **Contractual and legal considerations**

This document forms part of the works specification. It does not purport to include all the necessary provisions of a contract. Users are responsible for applying all appropriate documents applicable to their contract.

## **Introduction**

### **Background**

This document contains the requirements for the use of highest safe speed limits including advice on using 60mph at/through road works.

### **Assumptions made in the preparation of this document**

The assumptions made in GG 101 [Ref 1.N] apply to this document.

## 1. Scope

### Aspects covered

- 1.1 The national requirements for the use of highest safe speed limits, including advice on using 60 mph at/through road works, as set out in the National Application Annexes, shall be followed.

### Implementation

- 1.2 This document shall be implemented forthwith on all schemes involving the use of highest safe speed limits including advice on using 60mph at/through road works on the Overseeing Organisations' motorways and all-purpose trunk roads according to the implementation requirements of GG 101 [Ref 1.N].

### Use of GG 101

- 1.3 The requirements contained in GG 101 [Ref 1.N] shall be followed in respect of activities covered by this document.

2. Normative references

The following documents, in whole or in part, are normative references for this document and are indispensable for its application. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

Ref 1.N	Highways England. GG 101, 'Introduction to the Design Manual for Roads and Bridges'
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General Principles & Scheme Governance  
Design

## GD 904 ENAA

# England National Application Annex to GD 904 The use of highest safe speed limits including advice on using 60mph at/through road works

(formerly CHE Memo 446/19)

Revision 0

### Summary

This National Application Annex gives the Highways England specific requirements for the use of highest safe speed limits including advice on using 60mph at/through road works

### Feedback and Enquiries

Users of this document are encouraged to raise any enquiries and/or provide feedback on the content and usage of this document to the dedicated Highways England team. The email address for all enquiries and feedback is: [Standards\\_Enquiries@highwaysengland.co.uk](mailto:Standards_Enquiries@highwaysengland.co.uk)

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## Release notes

Version	Date	Details of amendments
0	Nov 2020	Highways England National Application Annex to GD 904.

## **Foreword**

### **Publishing information**

This document is published by Highways England.

This document supersedes Chief Highway Engineer Memorandum 446/19 - 60mph speeds at/through road works, which is withdrawn.

### **Contractual and legal considerations**

This document forms part of the works specification. It does not purport to include all the necessary provisions of a contract. Users are responsible for applying all appropriate documents applicable to their contract.

## Introduction

### Background

Highways England as part of its Customer Service Strategy PR101/15 [Ref 2.I] is introducing this standard to safely maximise the number of road works standard schemes designing to the highest safe speed and to give advice on the use of 60mph temporary speed limits on our motorways.

The introduction of this standard serves to improve both the experience of our customers and Highways England practices, whilst reiterating to all employees our responsibility to recognise the importance of customers when developing new standards.

Recommendation six of the Transport Focus report Incidents and Roadworks 2016 [Ref 4.I] stated "Highways England should set speed limits in roadworks no lower than is required to maintain safety". This aligns to Highways England's ambition to continue improving the customer journey experience when travelling on our network, as described in our Customer Service Strategy PR101/15 [Ref 2.I]

Highways England have completed an extensive series of trials where a temporary speed restriction of 60mph was implemented through several road works schemes. These studies have shown that a speed restriction within road works can be managed to maintain the safety of road workers and road users whilst having a positive effect to the road user. The benefits from these investigations include improved journey times for road users, better speed compliance and a reduction in HGV close following ( Trial Reports [Ref 1.I]).

Temporary traffic management (TTM) should be designed to allow the highest safe speed to be implemented in order to keep traffic flowing as freely as possible. However, appropriate safety risk management and planning is required to ensure risks posed to road workers and road users are effectively minimised.

This document identifies the requirements for standard schemes to design TTM to achieve Highways England's objective of achieving the highest safe speed and to give advice on the use of 60 mph. This demonstrates that Highways England is listening and responding to customers concerns by adapting practices where possible, whilst maintaining the safety of road users and road workers alike.

### Assumptions made in the preparation of this document

The assumptions made in GG 101 [Ref 1.N] apply to this document.

# Abbreviations

Abbreviation	Definition
ALARP	As low as reasonably practicable
TSM	Traffic signs manual
TTM	Temporary traffic management

# Terms and definitions

Term	Definition
Standard schemes	Standard schemes are appropriate for works carried out in all weather, visibility and traffic conditions, as per Chapter 8 of the Traffic Signs Manual TSM Chapter 8 [Ref 3.N].

**E/1. Scope**

**Aspects covered**

**Implementation**

E/1.1 The requirements in this document shall apply to all new standard schemes when designing temporary traffic management (TTM) for road works on motorways and all-purpose trunk roads.

**Health and safety**

E/1.2 The design of TTM for road works shall factor for the safety of road workers, road users and all populations affected directly or indirectly by the road works .

NOTE "Populations" are defined in GG 104 [Ref 2.N].

E/1.3 TTM shall be designed using the principles of ALARP when assessing risk.



## E/2. Requirements for the safe use of highest safe speed limits including advice on using 60mph at/through road works

### General requirements

E/2.1 TTM on motorways and all-purpose trunk roads shall be designed to achieve the highest safe speed.

*NOTE 1 Traffic Signs Manual Chapter 8 TSM Chapter 8 [Ref 3.N] gives guidance on the safe use of temporary speed limits.*

*NOTE 2 Determining the highest safe speed is to be done in decrements of 10mph, TSM Chapter 8 TSM Chapter 8 [Ref 3.N] Part 3 Appendix A1.8 gives further guidance on this.*

*NOTE 3 Table 3.5 in TSM Chapter 8 Part 1 is now replaced by Table A1.8 in TSM Chapter 8 Part 3 TSM Chapter 8 [Ref 3.N]. Table A1.8 provides a criteria for the identification of design speeds for standard schemes, though this criteria is not exhaustive or prescriptive.*

E/2.2 The highest safe speed shall be informed by the safety risk assessment.

### Safety requirements

E/2.3 The design of TTM shall be safe and efficient.

*NOTE The principles of "safe and efficient traffic management" are outlined within Traffic Signs Manual Chapter 8 TSM Chapter 8 [Ref 3.N].*

E/2.4 TTM shall be designed to ensure the level of road user safety is no worse than when there are no road works on the carriageway.

*NOTE The minimum requirements for road works are outlined in TSM Chapter 8 TSM Chapter 8 [Ref 3.N].*

E/2.5 Safe systems of work, including risk assessments, design review and design approval, shall be followed when designing TTM.

*NOTE GG 104 [Ref 2.N] sets out the approach to be taken and is applied when undertaking any activity that does or can impact on safety.*

### Highest safe speed requirements with advice on the use of 60 mph for standard schemes

E/2.6 Standard scheme TTM on motorways, subject to the national speed limit, shall be designed to achieve the highest safe speed.

E/2.6.1 For motorways subject to the national speed limit, where safe to do so, standard scheme TTM which requires a speed restriction should be designed to a minimum speed of 60 mph.

*NOTE Guidance is available in Traffic Signs Manual Chapter 8 TSM Chapter 8 [Ref 3.N] and also supplemented by case studies, hazard assessment(s) and additional guidance 60 mph limit through roadworks [Ref 3.I].*

E/2.7 For standard scheme TTM design with speed limits lower than the national speed limit evidence shall be provided of the specific risks or hazards that justify the imposition of the reduced speed limit.

E/2.7.1 Where the same speed limit cannot be used across the entire phase of a scheme, standard scheme TTM should be designed to ensure the highest safe speed is used for each section.

*NOTE 1 When using varying speed limits in a scheme, the development of a suitable signing strategy using the principles of TSM Chapter 8 [Ref 3.N] can support road user comprehension.*

*NOTE 2 The use of TTM equipment with a higher performance can contribute to the safe design of a 60 mph temporary speed limit at/through road works.*

**E/3. Normative references**

The following documents, in whole or in part, are normative references for this document and are indispensable for its application. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

Ref 1.N	Highways England. GG 101, 'Introduction to the Design Manual for Roads and Bridges'
Ref 2.N	Highways England. GG 104, 'Requirements for safety risk assessment'
Ref 3.N	TSO. TSM Chapter 8, 'Traffic Signs Manual Chapter 8 - Traffic Safety Measures and Signs for Road Works and Temporary Situations'

## E/4. Informative references

The following documents are informative references for this document and provide supporting information.

Ref 1.I	Highways England. Trial Reports, '55/60mph speed limit through roadworks (trial reports)'
Ref 2.I	Highways England. PR101/15, 'Customer Service Strategy'
Ref 3.I	Highways England. 60 mph limit through roadworks, ' <a href="https://highwaysengland.co.uk/industry/60mph-speed-limit-through-roadworks/">https://highwaysengland.co.uk/industry/60mph-speed-limit-through-roadworks/</a> '
Ref 4.I	Transport Focus. Incidents and Roadworks, 'Incidents and Roadworks - A road user perspective' , 2016

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General Principles & Scheme Governance  
Design

## GD 904 NINAA

# Northern Ireland National Application Annex to GD 904 Customer service standard for the use of 60mph temporary speed limits at/through road works

Revision 0

### Summary

There are no specific requirements for Department for Infrastructure Northern Ireland supplementary or alternative to those given in GG 904.

### Feedback and Enquiries

Users of this document are encouraged to raise any enquiries and/or provide feedback on the content and usage of this document to the dedicated team in the Department for Infrastructure, Northern Ireland. The email address for all enquiries and feedback is: [dcu@infrastructure-ni.gov.uk](mailto:dcu@infrastructure-ni.gov.uk)

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## Release notes

Version	Date	Details of amendments
0	Nov 2020	Department for Infrastructure Northern Ireland National Application Annex to GD 904.

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General Principles & Scheme Governance  
Design

## GD 904 SNAA

# Scotland National Application Annex to GD 904 Customer service standard for the use of 60mph temporary speed limits at/through road works

Revision 0

### Summary

GD 904 does not apply to Scotland.

### Feedback and Enquiries

Users of this document are encouraged to raise any enquiries and/or provide feedback on the content and usage of this document to the dedicated Transport Scotland team. The email address for all enquiries and feedback is: [TSSStandardsBranch@transport.gov.scot](mailto:TSSStandardsBranch@transport.gov.scot)

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General Principles & Scheme Governance  
Design

## GD 904 WNAA

# Wales National Application Annex to GD 904 Customer service standard for the use of 60mph temporary speed limits at/through road works

Revision 0

### Summary

There are no specific requirements for Welsh Government supplementary or alternative to those given in GG 904.

### Feedback and Enquiries

Users of this document are encouraged to raise any enquiries and/or provide feedback on the content and usage of this document to the dedicated Welsh Government team. The email address for all enquiries and feedback is: [Standards\\_Feedback\\_and\\_Enquiries@gov.wales](mailto:Standards_Feedback_and_Enquiries@gov.wales)

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## Release notes

Version	Date	Details of amendments
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