

Statement of Reasons

Revocation of 30mph Restricted Road Orders (SLO)

As part of a countywide administrative process, we are revoking historic 30mph "Restricted Road" Speed Limit Orders (SLOs). These roads already carry a default 30mph speed limit under national legislation and do not require a separate SLO.

Purpose of Revocation:

This revocation is a procedural step to remove outdated Speed Limit Orders (SLOs) and restore the roads to their correct legal status as "restricted roads" under Section 82 of the Road Traffic Regulation Act 1984. It does **not** change the actual speed limit or affect existing signage.

Maintaining obsolete Orders can create legal ambiguity and enforcement challenges. This revocation ensures consistency and clarity across Lancashire by clearly distinguishing between roads governed by default 30mph restrictions and those with imposed 30mph limits.

Background of Legislation:

Under the Road Traffic Regulation Act 1984, a 30mph speed limit can apply in two ways:

- **30mph Speed Limit** – imposed via a Speed Limit Order (SLO), typically used where street lighting is absent or insufficient.
- **30mph Restricted Road** – a default limit that applies automatically to roads with a system of street lighting (lamps no more than 200 yards apart), without the need for a Speed Limit Order to be made.

The main distinction between the two is a 30mph speed limit is an imposed limit, whereas a 30mph restricted road is a default limit that automatically applies due to street lighting.

If a different speed limit other than 30 mph is required on a restricted road, a Speed Limit Order (SLO) must be introduced to override the default.