

**BRACKNELL FOREST BOROUGH COUNCIL
(KENNEL LANE, BRACKNELL)
(20MPH SPEED LIMIT) ORDER 2025**

Bracknell Forest Borough Council in exercise of its powers under Sections 81, 82(2), 84(1) and 84(2) and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 ("the Act") and all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act hereby make the following Order.

- 1) This Order shall come into operation on the XXth day of XXXXX 2025 and may be cited as the Bracknell Forest Borough Council (Kennel Lane, Bracknell) (20mph Speed Limit) Order 2025.
- 2) No person shall drive any motor vehicle at a speed exceeding 20 miles per hour in the lengths of road specified in Schedule 1 to this Order.
- 3) The Interpretation Act 1978 shall apply to the interpretation of this Order as it applies to the interpretation of an act of Parliament.

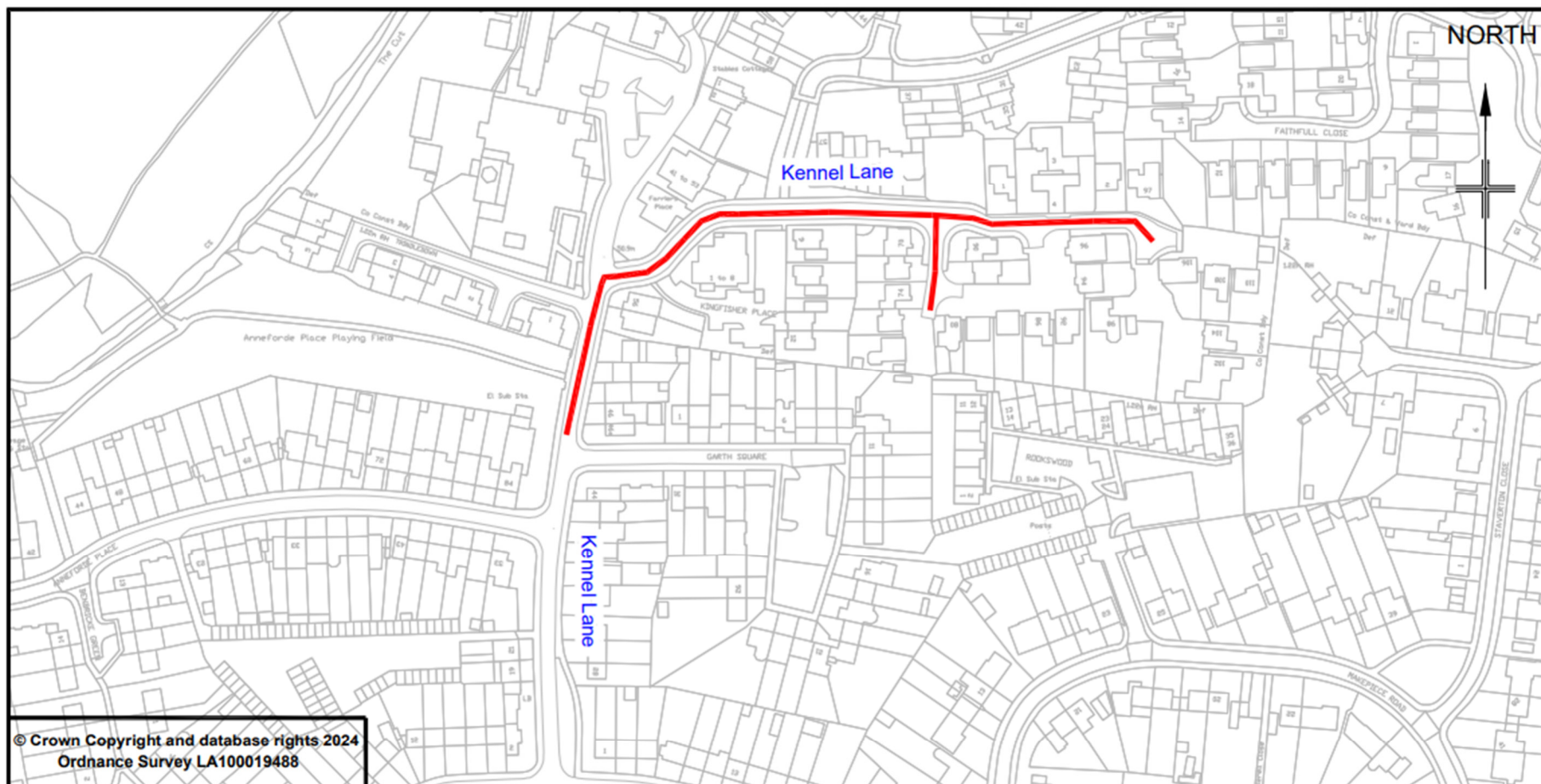
SCHEDULE 1 – 20 MPH SPEED LIMIT

Kennel Lane	From a point 10m north of its junction with Garth Square northwards then eastwards for a distance of 262 metres.
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All distances are approximate and are taken from the centre of the junctions when specified.

THE COMMON SEAL of **BRACKNELL
FOREST BOROUGH COUNCIL** was
hereunto affixed on the day of
2025 in the presence of :

.....
BOROUGH SOLICITOR



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Ordnance Survey LA100019488



PLACE DIRECTORATE
Highway Engineering Group

Notes:

— 20mph extents

Project title

Safer Routes to School 2025

Drawing title

Kennel Lane - proposed 20mph speed limit

Prepared by

LAC

Checked by

AMT

Scale

1:2000 @ A4

Date

June 2025

Project No.

Drawing Number

5427/001

Amend Letter

Statement of Reasons

1. Safety of Vulnerable Road Users

Children are among the most vulnerable road users due to their limited awareness of traffic risks and unpredictable behaviour. Lowering the speed limit significantly reduces the likelihood and severity of collisions involving pedestrians, particularly during school start and finish times.

2. Collision Reduction Evidence

Research and data from similar schemes across the UK show that reducing speed limits to 20mph in school zones leads to a measurable decrease in road traffic accidents and injuries. The risk of fatality is substantially lower at 20mph compared to higher speeds.

3. Encouragement of Active Travel

A safer road environment encourages walking and cycling to school, supporting public health objectives and reducing congestion and emissions around the school area.

4. Traffic Calming and Environmental Benefits

Lower speed limits contribute to quieter streets, reduced vehicle emissions, and improved air quality, which is particularly beneficial in areas with high pedestrian activity and young children.