## GLOSSARY OF TERMS

### - DEFINITIONS -

<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>20mph Limit</td>
<td>A single road with a 20mph speed limit, with or without physical measures. (See section 2 for further detail).</td>
</tr>
<tr>
<td></td>
<td><strong>Why is the definition different from DfT’s?</strong> Our intention is to provide a simple, straightforward and understandable definition for a limit and zones.</td>
</tr>
<tr>
<td></td>
<td><em>DfT’s definitions can be referenced in paragraph 81 of circular 1/13 Setting Local Speed Limits</em></td>
</tr>
<tr>
<td>20mph Zone</td>
<td>Two or more adjacent roads with a 20mph speed limit, with or without physical measures. (See section 2 for further detail).</td>
</tr>
<tr>
<td></td>
<td><strong>Why is the definition different from DfT’s?</strong> Our intention is to provide a simple, straightforward and understandable definition for a limit and zones.</td>
</tr>
<tr>
<td></td>
<td><em>DfT’s definitions can be referenced in paragraph 80 of circular 1/13 Setting Local Speed Limits</em></td>
</tr>
<tr>
<td>85th percentile speed</td>
<td>The speeds at or below which 85% of all vehicles are observed to travel under free flowing conditions. This is a nationally recognised method of assessing traffic speeds.</td>
</tr>
<tr>
<td>Advisory 20mph Limit</td>
<td>A part time 20mph speed limit which does not have a legal order (Traffic Regulation Order). It is therefore not enforceable. To be used outside schools only.</td>
</tr>
<tr>
<td>Hazardous Site</td>
<td>A site that meets one of a number of injury collision criteria.</td>
</tr>
<tr>
<td>Highways Locality Budget</td>
<td>Budget held by County Councillors to facilitate improvements on the highway within their division.</td>
</tr>
<tr>
<td>Local Transport Plan</td>
<td>Statutory document which sets out the overall objectives and targets for improving transport in the County.</td>
</tr>
<tr>
<td>Local Transport Plan Goal</td>
<td>The Local Transport Plan has five over-arching goals – broadly based around supporting the economy, improving opportunities for all, enhancing quality of life, improving safety and security, and reducing carbon emissions.</td>
</tr>
<tr>
<td>Term</td>
<td>Definition</td>
</tr>
<tr>
<td>-----------------------------</td>
<td>----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Mean speed</td>
<td>The average speed at which all vehicles travel.</td>
</tr>
<tr>
<td>Police and Crime Commissioner</td>
<td>Newly elected (November 2012) commissioner replacing Police authorities. Works closely with Chief Constable to reduce crime, keep communities safe and ensure the criminal justice system works well.</td>
</tr>
<tr>
<td>Rural</td>
<td>An area not shown on the &quot;Hertfordshire Urban Area&quot; published data set.</td>
</tr>
<tr>
<td>Section 106 Funding</td>
<td>Funding obtained from developers when building new housing and other buildings to mitigate the impact the development has on the transport network.</td>
</tr>
<tr>
<td>Spatial Transport Plan</td>
<td>Key strategic transport document for a town or area within the County.</td>
</tr>
<tr>
<td>STATS 19 form</td>
<td>The Department for Transport compiles data on personal injury collisions, resulting casualties, and the vehicles involved. The Police fill in this form for each collision occurring on the public highway, and which become known to them within 30 days.</td>
</tr>
<tr>
<td>Traffic Regulation Order</td>
<td>A Traffic Regulation Order (TRO) is a legal order, which allows us the regulation of speed, movement, and parking of vehicles. They are enforced by the police, with parking restrictions enforced by local district councils.</td>
</tr>
<tr>
<td>Urban</td>
<td>An area shown on the &quot;Hertfordshire Urban Area&quot; published data set.</td>
</tr>
<tr>
<td>Variable 20mph Limit</td>
<td>A 20mph speed limit that is only operational at certain times of the day.</td>
</tr>
<tr>
<td>Village</td>
<td>An area with frontage development of 20 or more houses over a minimum length of 600 metres with a minimum density of 3 houses per 100 metre section (Traffic Advisory Leaflet 1/04 Village Speed Limits).</td>
</tr>
</tbody>
</table>
### Glossary of Terms

**- Abbreviations and Acronyms -**

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>AONB</td>
<td>Area of Outstanding Natural Beauty</td>
</tr>
<tr>
<td>ACPO</td>
<td>Association of Chief Police Officers</td>
</tr>
<tr>
<td>CIL</td>
<td>Community Infrastructure Levy</td>
</tr>
<tr>
<td>DfT</td>
<td>Department for Transport</td>
</tr>
<tr>
<td>HADECSC</td>
<td>Highways Agency Digital Enforcement Camera System</td>
</tr>
<tr>
<td>HGV</td>
<td>Heavy Goods Vehicle</td>
</tr>
<tr>
<td>HLB</td>
<td>Highways Locality Budget</td>
</tr>
<tr>
<td>HQTM</td>
<td>Head-Quarters Traffic Management</td>
</tr>
<tr>
<td>KSI</td>
<td>Killed or Seriously Injured</td>
</tr>
<tr>
<td>LTP</td>
<td>Local Transport Plan  &lt;br&gt;<em>(see definition on previous page)</em></td>
</tr>
<tr>
<td>NMU</td>
<td>Non-motorised user</td>
</tr>
<tr>
<td>PCC</td>
<td>Police and Crime Commissioner</td>
</tr>
<tr>
<td>RTC</td>
<td>Road Traffic Collision</td>
</tr>
<tr>
<td>S106</td>
<td>Funding negotiated from developers to mitigate the impact of the development</td>
</tr>
<tr>
<td>SID</td>
<td>Speed Indication Device</td>
</tr>
<tr>
<td>SMG</td>
<td>Speed Management Group</td>
</tr>
<tr>
<td>SNT</td>
<td>Safer Neighbourhood Team</td>
</tr>
<tr>
<td>TAL</td>
<td>Traffic Advisory Leaflet  &lt;br&gt;<em>(produced by the Department for Transport)</em></td>
</tr>
<tr>
<td>TAS</td>
<td>Transport Access and Safety Unit</td>
</tr>
<tr>
<td>TM</td>
<td>Traffic Management</td>
</tr>
<tr>
<td>TMO</td>
<td>Traffic Management Officer</td>
</tr>
<tr>
<td>TRO</td>
<td>Traffic Regulation Order</td>
</tr>
<tr>
<td>VAS</td>
<td>Vehicle Activated Sign</td>
</tr>
</tbody>
</table>
1.1 Why review the Speed Management Strategy?

1.1.1 The County Council’s previous Speed Management Strategy was refreshed in March 2012 to take account of the County Council’s Local Transport Plan (2011 – 2031). Prior to that it was reviewed in November 2009 considering DfT circular 1/06 ‘Setting Local Speed Limits.

1.1.2 In January 2013 DfT revised its guidance when DfT circular 1/13 ‘Setting Local Speed Limits’ was published. In light of this document the Speed Management Strategy has been reviewed and updated.

1.1.3 A Police and Crime Commissioner has been elected since the previous review of the strategy. Under the commissioner’s legal powers he will set out a five year Police and Crime Plan determining local Police priorities which will be formulated after identifying views from Hertfordshire communities. Speed enforcement will fall within the plan and priorities.

1.1.4 The County Council and Hertfordshire Constabulary receive many requests in relation to speed management. These can be addressed through a number of ‘tools’:

- Speed enforcement
- Engineering measures
- Education

1.1.5 The strategy considers which of the ‘tools’ is the most suitable approach to speed management in a particular instance. It also considers how these requests should be prioritised with limited financial and human resources.

1.1.6 The revised strategy should help both members and officers promote tools that deliver against agreed strategic policies, and can be measured against one of the goals and as set out in the Local Transport Plan (2011 - 2031).

1.2 What is the Speed Management Strategy?

1.2.1 The purpose of the speed management strategy is to set out:

- How speed management schemes are selected and funded.
- A consistent approach to setting speed limits based on the function and nature of the route.
- A consistent approach to the implementation of speed management traffic calming measures.
- The role of the Police and County Council as Highways Authority in relation to speed enforcement.
- The key criteria for the selection of safety camera sites.
- Education and publicity programmes.

1.2.2 The Speed Management Strategy is a supporting document to the Local Transport Plan.
1.3 Speed Management Policy

1.3.1 Section 3.24 in the Local Transport Plan (Volume 2 – Policy Document) sets out the speed management policy which informs the speed management strategy.

1.3.2 The policy statement outlines which of the Local Transport Plan goals and targets the speed management policy will contribute towards.

1.3.3 This speed management policy states:

“The County Council will ensure that speed limits are introduced in a manner consistent with the current government guidance. Exceptions to usual practice will be set out in the Speed Management Strategy which will be subject to periodic review.

The introduction of speed management measures will only be considered where it can be demonstrated they meet and contribute to:

• Speed Management Strategy including the key criteria
• Local Transport Plan Goals

Schemes will normally be identified through spatial transport plans or locally. The range of measures considered will take into account the relevant regulations, best practice, all highway users and local experience in Hertfordshire. This may include the use of appropriate current and new technologies.”

1.3.4 Each area of speed management is discussed and key criteria set out which meet both the speed management policy and government guidance.

1.4 Speed Management Strategy Vision

1.4.1 As referenced in the speed management policy (section 1.3.3 above) “the introduction of speed management measures will only be considered where it can be demonstrated that they meet and contribute to the Local Transport Plan Goals.”

1.4.2 The goals form the strategic vision for the Speed Management Strategy and are:

• Support economic development and planned dwelling growth
• Enhance the quality of life, health and the natural, built and historic environment of all Hertfordshire residents
• Improve transport opportunities for all and achieve behavioural change in mode choice
• Improve the safety and security of residents
• Reduce transport’s contribution to greenhouse gas emissions and improve its resilience.

1.4.3 This reflects DfT’s vision for a transport system that is an engine for economic growth. But, also one that is more sustainable, safer, and
improves quality of life in communities.

1.5 **Who is the strategy for?**

1.5.1 It is intended that the strategy will be read and used by:

- Hertfordshire County Council Officers
- Officers with a professional interest in speed management
- Local Members
- Hertfordshire Constabulary
- Members of the public
- Other Stakeholders

1.6 **Who is responsible for the strategy?**

1.6.1 The County Council as Highways Authority is responsible for the management of speed on all public roads in Hertfordshire (except those maintained by the Highways Agency).

1.6.2 The Police are responsible for the enforcement of speed limits.

1.6.3 The strategy has been developed in partnership between Hertfordshire County Council, as Highway Authority, and Hertfordshire Constabulary.

1.7 **What has changed since the last strategy?**

1.7.1 **Comparison to DfT Circular 01/13 Setting Local Speed Limits:**
As outlined in section 1.1 the main thrust behind the review of the strategy has been the publication of revised guidance from the DfT in the form of circular 01/13 Setting Local Speed Limits. Local authorities are not duty bound to follow the guidance. However, the circular has been fully considered in the review of this strategy.

1.7.2 The strategy follows the circular, but in relation to 20mph limits and zones goes slightly further.

1.7.3 **Comparison to the previous Speed Management Strategy:**
There are a number of changes between the previous strategy and this document, which in summary are:

- Using mean speeds instead of 85th percentile speeds when setting speed limits
- A less restrictive approach to implementing 20mph limits and zones
- A reduction in the speed data required for considering a 20mph zone
- The introduction of Zonal Rural Speed Limits

1.7.4 This strategy will now make it easier to implement more 20mph zones without the requirement for physical measures. **Appendix 1: Strategy Changes** highlights the differences between the strategy, previous strategy and DfT guidance in more detail.
KEY CRITERIA - Setting Speed Limits

General Setting Speed Limit Criteria:

C1  An assessment of the environment must be made to confirm that a speed limit is appropriate for the road. The Hertfordshire Speed Limit Framework will be used to meet this criterion.

C2  For 30mph to 70mph limits, the mean speed should not exceed the proposed limit once implemented. 
(See criterion C10 for 20mph limits and zones)

C3  Mean and 85\textsuperscript{th} percentile speeds will be collected before and after a limit is implemented. Although mean speeds will be used as the basis for setting speed limits. If there is not a consistent relationship between the 85\textsuperscript{th} percentile and mean speeds, the appropriateness of the existing limit will be reconsidered.

C4  When collecting existing speed data this should be recorded on the fastest section of road in free flowing conditions.

C5  When considering a revised speed limit the promoting officer must follow the Speed limits and zones implementation process and complete a Speed Limit Change Form to ensure that all the relevant Speed Management Strategy criteria have been met.
**20mph Limits and Zones Criteria:**

**C6 Data Collection:** When collecting speed data for 20mph zones, the following will apply:

- The lead engineer will visit **all** roads in a proposed zone
- Mean speeds will be collected in all roads where there is a concern that vehicle speeds are high
- Mean speeds will be collected in a random 25% sample of other roads within the proposed zone
- The locations of the above will be agreed with the relevant Traffic Management Officer at Hertfordshire Constabulary

**C7 Environment:** An assessment of the environment must be made to confirm that a 20mph speed limit is appropriate for the road(s). The *Hertfordshire Speed Limit Framework* will be used to meet this criterion.

**C8 Existing speeds for proposed limits:** 20mph limits without physical measures will only be considered where the existing mean speeds are 25mph or below.

**C9 Existing speeds for proposed zones:** 20mph zones without physical measures will only be considered when the following applies:

- Where at least 90% of the total number of roads in the proposed zone have existing mean speeds of 25mph or below. *The 90% includes those roads where there is a not a concern that vehicle speeds are high – see criterion C6)*
- Where up to 10% of the total number of roads in the proposed zone have existing mean speeds above 25mph, but below 27mph

See examples in Appendix 2 on how this criterion is practically applied.

**C10 Speeds after implementation:** Speeds will be re-measured within one year on the roads that were surveyed before implementation.

20mph limits and zones will have a maximum mean speed of 24mph once implemented.

The only exception to this criterion will be where
measured speeds prior to implementation were between 25mph and 27mph on up to 10% of roads as in C9. If post implementation speeds are above 24mph physical measures will not be provided. However, non-consultative measures (such as additional lining and signing) can be considered.

20mph limits and zones must be generally self enforcing.

**C11 A & B Roads:** 20mph limits and zones will not be generally considered on the A & B road network.

**C12 Consideration of Bus Routes:** The ‘Bus Infrastructure in Hertfordshire – Design Guide’ states that if physical measures in a 20mph zone are considered necessary on a bus route then the length of these features should be kept to a minimum so as not to adversely affect the quality of the ride.

**C13 Advisory 20mph limits and zones** will only be considered outside schools where existing mean speeds are 30mph or less.

**C14 Variable 20mph limits** need to be self enforcing and have a maximum mean speed of 24mph during their times of operation. As with a permanent limit a Speed Limit Change Form must be completed.

**Zonal Rural Speed Limit Criteria:**

**C15** The County Council will consider 40mph zonal rural speed limits subject to all of the following being met:

- The zone would be self enforcing. Mean speeds on all roads within the zone will be 40mph or less once implemented
- The zone would only be permitted on C and unclassified roads
- The zone will be within a defined geographical area, eg. bounded by A & B roads or in an AONB
- The zone would have a predominantly local, access or recreational function and / or form part of a recommended network of routes for vulnerable road users

**C16** An application to DfT will be required for a zonal rural speed limit.
2.1 **Introduction**

2.1.1 Hertfordshire’s approach to the application of speed limits must be consistent within the County if it is to be understood and complied with by the majority of drivers. The application of speed limits should also be consistent across the country and this was recognised by the Government in its Road Safety Strategy “Tomorrow’s Roads – Safer For Everyone” published in 2000.

2.1.2 Important considerations when setting speed limits will be:

• Is the environment suitable for the speed limit being considered?

• Existing mean and 85\textsuperscript{th} percentile speeds.

• The level of use by both motor vehicles and vulnerable users.

• Any speed related collision history.

2.1.3 Speed limits should be evidence-led, self-explaining and seek to reinforce people’s assessment of what is a safe speed to travel. They should encourage self-compliance and not be seen by drivers as being a target speed at which to drive in all circumstances.

2.2 **Considering the Environment**

2.2.1 The *Hertfordshire Speed Limit Framework* provides a guide to assist in speed limit selection, particularly in assessing whether the environment or nature of a particular road is suitable for a specified limit. Guidance on what the environment should be for any given limit can be found in sections 2.6 to 2.11. The full Speed Limit Framework can also be found in Appendix 3.

2.3 **Considering Speeds**

2.3.1 The current guidance for setting local speed limits states that traffic authorities should continue to routinely collect and assess both mean and 85\textsuperscript{th} percentile speeds, but that mean speeds should be used as the basis for determining local speed limits.

2.3.2 It also states that where there is not a consistent relationship between the two, it will usually indicate that drivers have difficulty in deciding the appropriate speed for the road. This suggests that a better match between road design and speed limit is required. In such situations it may be necessary to consider the appropriateness of the limit.

2.3.3 When analysing traffic speed data, it is important to look at the speeds that occur under free flow conditions, and therefore the 12 hour or 24 hour average mean and 85\textsuperscript{th} percentile speeds may not be appropriate. It may be necessary to exclude peak hour data as congestion may have a significant effect on the results.
2.3.4 Whilst speed limits will be determined against mean speeds, the 85th percentile speeds should also be reviewed.

2.4 Other Considerations

2.4.1 Change of Speed Limit Change Form
Any officer promoting a change of speed limit will need to complete a Change of Speed Limit Form. See Appendix 7. This ensures that the relevant criteria have been considered. If a change of limit is promoted the form will also need to be signed by the promoting officer’s manager. This takes into account collision history and composition of road users.

2.4.2 Police Support
Proposed speed limits should be supported by the Police. If the Police are not supportive of a proposal it should be reconsidered.

2.4.3 Traffic Regulation Orders
Any change in speed limit will require a traffic regulation order to make it legally enforceable. All orders have to be advertised allowing the public an opportunity to comment or object.

2.4.4 Local Support
A public consultation will be required for every change of speed limit to establish the level of local support for each proposal. Paragraph 2.6.5 identifies in more detail the process that relates to 20mph limits and zones.

2.5 Setting Speed Limits across Hertfordshire

2.5.1 The following sections set out considerations and criteria for setting speed limits across the County from 20mph to 70mph with particular reference to the:

- **Environment** using the *Hertfordshire Speed Limit Framework*; and
- **Maximum speeds** that are expected for any given limit
2.6.1 20mph Zones
[Refer to criteria C6 to C12]
- Cover more than one road
- The beginning and end of a zone must be indicated by terminal signing
- Can be implemented with or without physical measures
- Traffic Regulation Order (TRO) required to be legally enforceable

Why is the definition different from DfT’s?
Our intention is to provide a simple, straightforward and understandable definition for a limit and zones.

DfT’s definition can be referenced in paragraph 81 of circular 1/13 Setting Local Speed Limits

2.6.2 20mph Limits
[Refer to criteria C6 to C12]
- Applies to an individual road
- Signed with terminal and at least one repeater sign.
- Can be implemented with or without physical measures
- Traffic Regulation Order (TRO) required to be legally enforceable

Why is the definition different from DfT’s?
Our intention is to provide a simple, straightforward and understandable definition for a limit and zones.

DfT’s definition can be referenced in paragraph 81 of circular 1/13 Setting Local Speed Limits
### 2.6.3 Advisory Part time 20mph Limits Outside Schools: \[Refer to criteria C13\]

- The Secretary of State has provided special authorisation to every English traffic authority to place an advisory part time 20mph limit sign at schools with flashing school warning lights. These are only permissible for use outside schools during term time and need to be erected according the relevant regulations.
- The site is not required to be self enforcing, however mean speeds must be 30mph or less before implementation.
- It should be noted that an advisory limit is not enforceable by the Police and does not require a traffic regulation order.

### 2.6.4 Variable 20mph Limits: \[Refer to criterion C14\]

- Traffic authorities have powers to introduce 20 mph speed limits that apply only at certain times of day.
- These variable limits may be particularly relevant where for example a school is located on a road that is not suitable for a full-time 20 mph zone or limit, such as a major through road. To indicate these limits, variable message signs are available (TSRGD, Regulation 58).
- To reduce costs and sign clutter, the Department for Transport will consider authorising the placing of a single variable message sign on the approaching traffic lane (rather than signs on both sides of the road) on a case by case basis.
- Traffic Regulation Order (TRO) required to be legally enforceable.
2.6.5 Public Consultation
All consultation documents will state that a 20mph limit or zone will generally be self enforcing with little or no Police enforcement.

A clear process will be agreed with local members and stakeholders prior to consultation being undertaken setting out the response rate required and the level of mandated support that needs to be demonstrated for a scheme to progress.

This would be clearly set out in any consultation material in order to ensure that people are fully informed and that schemes are appropriate and supported locally.

2.6.6 Before & After Studies:
A before and after study will be completed within one year of the limit or zone being implemented. This will include comparison of vehicle mean speeds.
### 2.6.7 Hertfordshire Speed Limit Framework – 20mph Limits and Zones

**What should the environment be like?**

<table>
<thead>
<tr>
<th>Urban</th>
<th>Rural</th>
</tr>
</thead>
</table>
| • Streets that are primarily residential and in other town or city streets where the pedestrian and cyclist movements are high, such as around schools, shops, markets, playgrounds and other areas, where motor vehicle movement is not the primary function. | • It may be appropriate to consider limits or zones in built up village streets which are primarily residential in nature, or where pedestrian and cyclist movements are high.  

**Eg. West Watford 20mph Zone**

*(DfT Circular 1/13 Setting Local Speed Limits – table 1 & para 90)*

<table>
<thead>
<tr>
<th>Urban</th>
<th>Rural</th>
</tr>
</thead>
</table>
| • It may be appropriate to consider limits or zones in built up village streets which are primarily residential in nature, or where pedestrian and cyclist movements are high.  

**Eg. Heronsgate Road, Chorleywood**

*(DfT Circular 1/13 Setting Local Speed Limits – para 132)*

### 2.6.8 Speed Limit Threshold Table – 20mph Limits and Zones

**What should speeds be before and after implementation?**

<table>
<thead>
<tr>
<th>Type of Limit or Zone:</th>
<th>Maximum Mean Speeds ‘Before’ Limit Implemented</th>
<th>Maximum Mean Speeds ‘After’ Limit Implemented</th>
</tr>
</thead>
<tbody>
<tr>
<td>20mph Limit (without physical measures)</td>
<td>25mph</td>
<td>24mph</td>
</tr>
<tr>
<td>20mph Limit (with physical measures)</td>
<td>n/a</td>
<td>24mph</td>
</tr>
</tbody>
</table>
| 20mph Zone (without physical measures) | 90% of the total number of roads in proposed zone – 25mph  
10% of the total number of roads in proposed zone – 27mph | 90% of the total number of roads in proposed zone – 24mph  
10% of the total number of roads in proposed zone – 27mph, and to be monitored | |
| 20mph Zone (with physical measures) | n/a | 24mph |
| Advisory 20mph Limit outside schools (not legally enforceable) | 30mph | To be monitored |
| Variable 20mph Limit | 25mph | 24mph |
2.7  30mph Limits

2.7.1 Hertfordshire Speed Limit Framework – 30mph
What should the environment be like?

<table>
<thead>
<tr>
<th>Urban</th>
<th>Rural</th>
</tr>
</thead>
<tbody>
<tr>
<td>• The standard limit in built up areas with development on both sides of the road where motor vehicle movement is a priority.</td>
<td>• Should be the norm in villages</td>
</tr>
<tr>
<td>Eg. Blenheim Way, Stevenage</td>
<td>• 20 or more houses over a length of at least 600m with a density of 3 houses per 100m</td>
</tr>
<tr>
<td></td>
<td>• If there are fewer than 20 houses, extra allowance can be made for key buildings such as a place of worship, shop or school</td>
</tr>
<tr>
<td></td>
<td>(DfT Circular 1/13 Setting Local Speed Limits – para’s 131, 133 &amp; 134 &amp; TAL 1/04)</td>
</tr>
<tr>
<td></td>
<td>Eg. Grange Hill, Welwyn</td>
</tr>
</tbody>
</table>

2.7.2 Speed Limit Threshold Table – 30mph Limits
What should speeds be after implementation?

<table>
<thead>
<tr>
<th>Type of Limit:</th>
<th>Maximum Mean Speed ‘After’ Limit Implemented</th>
</tr>
</thead>
<tbody>
<tr>
<td>30mph Limit</td>
<td>30 mph</td>
</tr>
</tbody>
</table>
2.8 40mph Limits

2.8.1 Hertfordshire Speed Limit Framework – 40mph

What should the environment be like?

<table>
<thead>
<tr>
<th>Urban</th>
<th>Rural</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Higher quality suburban roads or those on the outskirts of urban areas</td>
<td>Upper Tier roads with predominant traffic flow function. (Typically A &amp; B roads):</td>
</tr>
<tr>
<td>• Little development</td>
<td>Considered where any of the following apply:</td>
</tr>
<tr>
<td>• Few vulnerable road users (pedestrians, cyclists &amp; equestrians)</td>
<td>• High number of bends, junctions or accesses</td>
</tr>
<tr>
<td>• Good width and layout</td>
<td>• Substantial development</td>
</tr>
<tr>
<td>• Parking and waiting restrictions in operation</td>
<td>• Where there is a strong environmental reason</td>
</tr>
<tr>
<td>• Buildings set back from the road</td>
<td>• Where there are considerable numbers of vulnerable road users</td>
</tr>
<tr>
<td>• Wherever possible cater for the needs of non-motorised users through the segregation of road space, and have adequate footways and crossing places, or there should be convenient routes available and have adequate footways and crossings for NMUs</td>
<td><strong>Eg. B656 London Road, Langley</strong></td>
</tr>
</tbody>
</table>

**Eg. Herns Lane (Black Fan Road to Moors Walk), Welwyn Garden City**

2.8.2 Speed Limit Threshold Table – 40mph Limits

What should speeds be after implementation?

<table>
<thead>
<tr>
<th>Type of Limit:</th>
<th>Maximum Mean Speed ‘After’ Limit Implemented</th>
</tr>
</thead>
<tbody>
<tr>
<td>40mph Limit</td>
<td>40 mph</td>
</tr>
</tbody>
</table>
2.8.3 Zonal Rural Speed Limits
DfT have stated in 01/13 Setting Local Speed Limits (para 130) that they would welcome applications for zonal rural speed limits, usually 40mph zones. Such zones would include entry treatment and painted repeater roundels on the road. DfT are keen to consider the effectiveness of such zones.

Examples of signage used in the New Forest 40mph zonal rural speed limit

2.8.4 The guidance also states that such limits are usually placed in AONBs or on other minor networks of roads where speeds are in line with such a limit.

2.8.5 Taking this into account the County Council will consider 40mph zonal rural speed limits subject to the following criteria being met and funding being available:

- The zone would be self enforcing ie. Mean speeds on all roads within the zone will be 40mph or less once implemented
- The zone would only be permitted on C and unclassified roads
- The zone will be within a defined geographical area, eg. bounded by A & B roads or in an AONB
- The zone would have a predominantly local, access or recreational function and / or form part of a recommended network of routes for vulnerable road users

2.8.6 An application to DfT will be required for a zonal rural speed limit. (Para 130 DfT Circular 01/13).
2.9 50mph Limits

2.9.1 Hertfordshire Speed Limit Framework – 50mph

**What should the environment be like?**

<table>
<thead>
<tr>
<th>Urban</th>
<th>Rural</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Dual carriageway ring or radial routes or bypasses that have become partially built up</td>
<td>Upper Tier roads with predominant traffic flow function. (Typically A &amp; B roads):</td>
</tr>
<tr>
<td>• Should be little or no road side development</td>
<td>• Lower quality A &amp; B roads which have a relatively high number of bends, junctions and / or accesses</td>
</tr>
</tbody>
</table>

*(DfT Circular 1/13 Setting Local Speed Limits – table 1)*

• Can also be considered where mean speeds are below 50mph, so lower limit would not interfere with traffic flow

*(DfT Circular 1/13 Setting Local Speed Limits – table 2)*

<table>
<thead>
<tr>
<th>Urban</th>
<th>Rural</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Lower Tier roads with important access and recreational facilities. (Typically C &amp; unclassified roads):</td>
</tr>
<tr>
<td></td>
<td>• C and unclassified roads with a mixed function and high numbers of bends, junctions or accesses</td>
</tr>
</tbody>
</table>

*(DfT Circular 1/13 Setting Local Speed Limits – para 128)*

2.9.2 Speed Limit Threshold Table – 50mph Limits

**What should speeds be after implementation?**

<table>
<thead>
<tr>
<th>Type of Limit:</th>
<th>Maximum Mean Speed ‘After’ Limit Implemented</th>
</tr>
</thead>
<tbody>
<tr>
<td>50mph Limit</td>
<td>50 mph</td>
</tr>
</tbody>
</table>
2.10 60mph Limits

2.10.1 Hertfordshire Speed Limit Framework – 60mph
What should the environment be like?

<table>
<thead>
<tr>
<th>Urban</th>
<th>Rural</th>
</tr>
</thead>
</table>
| n/a   | Upper Tier roads with predominant traffic flow function. (Typically A & B roads):
|       | • Recommended for most quality and strategic A & B roads with few bends, junctions or accesses |

(DfT Circular 1/13 Setting Local Speed Limits – table 2)

|       | Lower Tier roads with important access and recreational facilities. (Typically C & unclassified roads):
|       | • Only appropriate for the best quality C and unclassified roads with a mixed function with few bends, junctions or accesses |

(DfT Circular 1/13 Setting Local Speed Limits – para 128)

2.10.2 Speed Limit Threshold Table – 60mph Limits
What should speeds be after implementation?

<table>
<thead>
<tr>
<th>Type of Limit:</th>
<th>Maximum Mean Speed ‘After’ Limit Implemented</th>
</tr>
</thead>
<tbody>
<tr>
<td>60mph Limit</td>
<td>60 mph</td>
</tr>
</tbody>
</table>
### 2.11 70mph Limits

#### 2.11.1 Hertfordshire Speed Limit Framework – 70mph

**What should the environment be like?**

<table>
<thead>
<tr>
<th>Urban</th>
<th>Rural</th>
</tr>
</thead>
</table>
| n/a   | • Rural dual carriageway roads with segregated junctions and separate facilities for vulnerable road users  
       | • A lower limit maybe appropriate if the collision history indicates that this cannot be achieved safely |

*(DfT Circular 1/13 Setting Local Speed Limits – para 121)*

#### 2.11.2 Speed Limit Threshold Table – 70mph Limits

**What should speeds be after implementation?**

<table>
<thead>
<tr>
<th>Type of Limit:</th>
<th>Maximum Mean Speed ‘After’ Limit Implemented</th>
</tr>
</thead>
<tbody>
<tr>
<td>70mph Limit</td>
<td>70 mph</td>
</tr>
</tbody>
</table>
FREQUENTLY ASKED QUESTIONS
Setting Local Speed Limits

Q1 What are 85th percentile and mean speeds?

85th percentile speeds are the speeds at or below 85% of all vehicles are observed to travel under free flowing conditions. This is a nationally recognised method of assessing traffic speeds.

Mean speeds are the average speeds that all vehicles travel at.

Q2 What is the difference between a 20mph limit and zone?

There are a number of definitions for what constitutes a limit and a zone. In this strategy document they are defined as below:

- A 20mph limit is a single road with a 20mph speed limit on it which may or may not have physical calming measures.
- A 20mph zone is two or more roads with a 20mph speed limit on it which may or may not have physical calming measures.

The alternative DfT definitions can be found in paragraphs 80 & 81 of Circular 01/13 Setting Local Speed Limits.

Q3 Can we have a 20mph limit or zone outside a school?
Possibly.

As with considering any type of traffic calming measure, consideration first of all has to be given to whether the environment is appropriate for a 20mph limit or zone.


Secondly, an appropriate funding source needs to be identified – either through the Local Transport Plan, s106 funding or other funding.

The main funding source for schemes outside or near schools is through the Mode Share to School target in the County Council’s Local Transport Plan. Any scheme which is funded in this manner must show that it could encourage more children to walk and cycle to school.
The County Council need to consider what the most effective measure(s) will be. A 20mph limit, zone, advisory limit or variable limit may be considered along with other measures.

The majority of this funding is used for the ‘Safer Routes to School’ programme. All public sector schools across the County are prioritised each year. One of the key criteria is that the school has written and is implementing a School Travel Plan.
### LTP Funding Streams – Speed Compliance:
To access funding from this Local Transport Plan funding stream:

- The environment must be suitable for a 30mph – 70mph speed limit. (See Hertfordshire Speed Limit Framework – Appendix 3)
- Recorded mean vehicle speeds on weekdays must be above the speed limit (eg. above 30mph in a 30mph speed limit)
- The scheme will be prioritised by the Speed Management Group on an annual basis. (See section 3.7).

### LTP Funding Streams - Other Targets:
To access other funding streams a speed management scheme or project will need to be prioritised for funding by the relevant Target Delivery Group.

### The Speed Management Group will consider and assess all the schemes which are put forward both locally and in developing spatial plans. This is to ensure a contribution towards the speed compliance target is made.

### 3.1 Introduction

#### 3.1.1 Speed management schemes and measures can be funded through a number of sources. These are:

- Local Transport Plan funding streams
- Section 106 developer funding
- External funding (eg. Borough, District & Parish Councils, Grants)
- Hertfordshire County Council Locality budgets

#### 3.1.2 Funding is limited and often conditional as summarised overleaf.

### 3.2 Local Transport Plan Funding Streams

#### 3.2.1 The primary funding source for speed management schemes and measures is government Local Transport Plan capital funding. Listed within this section are the most relevant funding streams for the implementation of speed management measures. To be prioritised and funded a scheme or measure must demonstrate how it meets the
criteria for the funding stream. If selected, it will also be subject to the recommendations made in a feasibility study and safety audit. The County Capital Funding Programme sets out the annual spending programme for all Highways and Transport schemes and projects.

3.2.2 Speed Compliance (30 – 70mph Limits):
This is the key Local Transport Plan funding stream for speed management measures. The funding stream assists with increasing compliance of weekday traffic with speed limits between 30mph – 70mph. See paragraph 3.6 for potential funding sources for 20mph limits and zones.

3.2.3 To assess whether a scheme is suitable to meet the criteria for this funding stream the following must be assessed:
- The environment must be suitable for the speed limit, whether this be the existing limit or a proposed change
- Recorded mean vehicle speeds on weekdays must be above the speed limit (eg. above 30mph in a 30mph speed limit; above 40mph in a 40mph speed limit and so on)

3.2.4 The Speed Management Group will consider schemes which meet the above criteria. The group will prioritise schemes on an annual basis which most effectively meet this target.

3.2.5 Casualty Reduction:
There are various funding streams to reduce the number of casualties on Hertfordshire roads. Recorded collision data is collected regularly and is used to help prioritise sites for measures through the annual Hazardous Sites ranking system. Those sites with the highest priority are then selected for further investigation and potential treatment. Any site with a speed management issue would need to be a high priority on the Hazardous Sites ranking system to access funding from this target.

3.2.6 Mode Share to School:
The main funding source for schemes outside or near schools is through the Mode Share to School target. Any speed management scheme or measure funded by this stream will only be considered if it is expected to result in an increase of children walking or cycling to school.

3.2.7 A majority of this funding is used for the ‘Safer Routes to School’ programme. All schools across the County are prioritised each year.

3.2.8 Increasing Cycling Trips:
There is a Local Transport Plan funding stream to increase the number of cycling trips. Speed management schemes can be considered if they are likely to deliver an increase in cycling trips.

3.2.9 Quality of Life:
In addition to the above funding streams, the Quality of Life funding stream provides the opportunity for 20mph limits and zones to be implemented. Each request will be considered against the ranking criteria and it will need to be demonstrated that the implementation of a 20mph limit or zone will help to address identified barriers to sustainable travel. Such a proposal would need to provide an
environment that encourages the uptake of sustainable modes and helps people feel safer within the proposed limit or zone.

3.3 Section 106 Funding

S106 funding obtained through developers contributions can be used for speed management schemes and measures if:

- It is appropriate to the wording of the agreement, and
- The Environment Department Highways and Transport s106 Guidelines have been followed.

3.4 External funding (eg. Borough, District, & Parish Councils, Grants)

Where possible the County Council will work with other local councils to jointly fund speed management schemes and measures which meet the objectives of both parties.

3.5 Hertfordshire County Council Locality budgets

Member Locality budgets can be used towards speed management schemes and measures, as long as the key criteria in the strategy are followed. This is subject to agreement of the local member.

3.6 Potential funding for 20mph limits and zones

The definitions and criteria for the implementation of a 20mph limit or zone should be considered (see section 4.4) alongside the availability of funding. Listed below are potential funding sources for 20mph limits and zones:

- LTP funding stream: Casualty Reduction (see section 3.2.5).
- LTP funding stream: Mode Share to School (see section 3.2.6).
- LTP funding stream: Increasing Cycle Trips (see section 3.2.8).
- LTP funding stream: Quality of Life (primary target - see section 3.2.9).
- S106 funding (see section 3.3).
- External funding (see section 3.4).
- Hertfordshire County Council Locality Budgets (see section 3.5).

3.7 Speed Management Group:

3.7.1 The Speed Management Group (SMG) has been established to ensure the key criteria within the strategy are being followed and consistently applied. This includes:

- Selection of LTP schemes and projects which will deliver effectively against the speed compliance target.
- Checking progress on the speed compliance target.
- Considering any issues arising from speed management schemes.
- Considering all schemes put forward in developing spatial transport plans which help deliver the speed compliance target
3.7.2 The Speed Management Group is constituted of officers from the following areas and organisations:

- Highways & Operations Unit, Hertfordshire County Council
- Network Management Unit, Hertfordshire County Council
- Spatial & Land Use Planning Unit, Hertfordshire County Council
- Transport Access and Safety Unit, Hertfordshire County Council
- Hertfordshire Constabulary
4.1 Introduction

4.1.1 The traffic calming measures table in 4.4 outlines the various different measures that can be used to assist with speed management. An introduction is provided for each measure along with advantages, disadvantages and its effectiveness where appropriate.

4.1.2 Key Criteria are listed in the final column. The criteria should be read in conjunction with the Design Guidance listed and do not replace guidance documents and circulars.

4.2 Before traffic calming measures are considered

4.2.1 When considering any type of traffic calming measure for a given road the engineer must consider if the speed limit is appropriate for the environment and if the signs at the start and finish of the speed limit are in the correct location.

4.3 Maintenance

4.3.1 Where existing traffic calming features do not meet the key criteria these will be upgraded when significant maintenance works take place through the Integrated Works Programme.
### 4.4 Engineering Measures Table

<table>
<thead>
<tr>
<th>Introduction</th>
<th>Effectiveness / Advantages and Disadvantages / Case Studies</th>
<th>Photographs</th>
<th>Relevant Guidance</th>
<th>Key Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>On the outskirts of villages / urban areas, or where there is intermittent development beyond the existing 30mph, it may be appropriate to introduce a short (400-600m) section of intermediate speed limit if immediate speed reduction causes real difficulty or is likely to be less effective.</strong> In reality this means introducing either a</td>
<td><strong>Advantages:</strong> • Brings vehicle speeds down in the lower limit due to the approach in the buffer zone. <strong>Disadvantages:</strong> • Non-compliance can occur in the buffer zone due to the character of the road the buffer zone is on eg. rural single carriageway with no frontage development on approach to a village on an A road.</td>
<td><img src="image1.jpg" alt="40kmph Sign" /></td>
<td>• DfT Circular 1/13 Setting Local Speed Limits (paragraphs 37 - 39) • No specific TAL leaflets</td>
<td>C20 - Buffer zones should only be installed where the mean speeds in the lower speed limit exceed the limit. (eg. 30mph in a 30mph limit, 40mph in a 40mph limit). C21 - Buffer zones should be no less than 600m. In exceptional circumstances lengths of between 400 – 600m can be considered</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>COUNTDOWN MARKERS</strong></th>
<th><strong>Introduction</strong></th>
<th><strong>Effectiveness / Advantages and Disadvantages / Case Studies</strong></th>
<th><strong>Photographs</strong></th>
<th><strong>Relevant Guidance</strong></th>
<th><strong>Key Criteria</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Countdown markers have been used on the approach to speed limit terminal signs to highlight to drivers that they are approaching a lower speed limit. Legislation does not prescribe the use of countdown markers on the approach to speed limit terminal signs.</strong> Research carried out by Mayhew &amp; Smith (1998) showed that countdown markers have little or no effect on vehicle speeds and can add to sign clutter. They are not supported in DfT Circular 1/13 Setting Local Speed Limits.</td>
<td></td>
<td><img src="image2.jpg" alt="Countdown Marker" /></td>
<td>• DfT Circular 1/13 Setting Local Speed Limits (paragraph 58) • TAL 1/04 – Village Speed Limits • LTN 1/07 section 10.2.11</td>
<td>C22 – Countdown markers are not to be used.</td>
<td></td>
</tr>
<tr>
<td>Introduction</td>
<td>Effectiveness / Advantages and Disadvantages / Case Studies</td>
<td>Photographs</td>
<td>Relevant Guidance</td>
<td>Key Criteria</td>
<td></td>
</tr>
<tr>
<td>--------------</td>
<td>------------------------------------------------------------</td>
<td>-------------</td>
<td>-------------------</td>
<td>--------------</td>
<td></td>
</tr>
<tr>
<td><strong>VEHICLE ACTIVATED SIGN ROUNDEL</strong>&lt;br&gt;A VAS Roundel displays the speed limit when approached in excess of the speed limit. Roundels are not repeater signs as they only display the speed limit when it is exceeded.</td>
<td><strong>Advantages:</strong>&lt;br&gt;• Simple, clear and easy for motorists to understand&lt;br&gt;• Suitable for a wide range of locations and installation types.&lt;br&gt;• Some models can be set to display different speed limits, increasing their flexibility.&lt;br&gt;• Signs are blank when not activated, limiting their visual intrusion.&lt;br&gt;<strong>Disadvantages:</strong>&lt;br&gt;• Without explanatory wording, does not give motorists the reason for the need to slow down.&lt;br&gt;• Only gives motorists a limited amount of information about their speed.</td>
<td><img src="image" alt="Roundel" /></td>
<td>• DFT Circular 1/13 Setting Local Speed Limits, para 57&lt;br&gt;• LTN 1/07 Traffic Calming - Section 9 Vehicle activated devices&lt;br&gt;• TAL 1/03 - Vehicle Activated Signs</td>
<td>C23 - The existing signing, lining and location of existing signs must be reviewed prior to a vehicle activated roundel being considered.&lt;br&gt;C24 - A vehicle activated roundel should not be deployed unless it is clear that fixed signing cannot remedy the problem.&lt;br&gt;C25 - At least 3 personal injury collisions have been recorded that are relevant to the location of the vehicle activated roundel within the last three years, with at least 1 being attributed to speed.&lt;br&gt;C26 - When considering a vehicle activated roundel, existing mean vehicle speeds must exceed the speed limit (eg. 30mph in a 30mph limit).&lt;br&gt;C27 - Vehicle activated roundels should generally be considered as part of a package of measures.</td>
<td></td>
</tr>
</tbody>
</table>

| **HAZARD WARNING VEHICLE ACTIVATED SIGN**<br>This is a vehicle activated sign that warns of a specific hazard if a vehicle is approaching at an excessive speed, or in some cases where the vehicle is of an excessive height or weight. Typical hazards include sharp bends, roundabouts or junctions. | **Advantages:**<br>• Gives motorists a reason to slow down, increasing the likelihood of appropriate driving for the situation.<br>• States the nature of a hazard, making motorists more alert to it.<br>• Can be tailored to the exact requirements of a site, increasing effectiveness.<br>• Can have a threshold speed set at an appropriate speed for the hazard, even if this is less than the speed limit.<br>• Signs are blank when not activated, limiting their visual intrusion.<br>**Disadvantages:**<br>• Need to be carefully designed so as not to present motorists with too much information, which could be distracting.<br>• Mobile or temporary installations are largely unsuitable for locations with permanent hazards where a road sign is preferable. | ![Hazard Sign](image) | | C28 - The existing signing, lining and location of signs must be reviewed prior to a vehicle-activated sign being considered.<br>C29 - A hazard warning vehicle activated sign should not be deployed unless it is clear that fixed signing and / or other cost effective treatments cannot remedy the problem.<br>C30 - At least 3 personal injury collisions have been recorded that are relevant to the location of the hazard warning vehicle activated sign within the last three years, with at least 1 being attributed to speed and / or visibility.<br>C31 - Hazard warning vehicle activated signs should generally considered as part of a package of measures. |
### SPEED INDICATOR DEVICE (permanent)

Speed Indicator Devices are vehicle-activated signs that measure and display the speed of an approaching vehicle. Rather than simply displaying the speed limit or a hazard warning when the speed limit is exceeded, the speed of each vehicle is displayed whether the vehicle is exceeding the speed limit or not. Some SIDs use number plate recognition technology to identify the vehicle activating the device.

**Advantages:**
- Can be more informative than a speed limit roundel.
- Can be applied to almost any speed limit.
- Have the ability to record traffic speeds to ascertain whether a speeding issue is actual or perceived.

**Disadvantages:**
- Cannot be used for speed enforcement purposes as they currently do not have Home Office approval.
- Does not by itself inform motorists if they are complying with the law.
- Does not relate to a hazard.
- Displays information that is already available to the motorist via their speedometer.

### SPEED INDICATOR DEVICE (mobile)

The same as permanent Speed Indicator Devices except that these can be moved to different locations as and when required.

Following the successful trial of three mobile SIDs during 2009, Hertfordshire Constabulary have now equipped each of its Safer Neighbourhood Teams with a SID sign. They are also available to Community Speed Watch groups to jointly assist in tackling the problem of inappropriate speed within our communities.

**Advantages:**
- Can be more informative than a speed limit roundel.
- Can be applied to almost any speed limit.
- Can be moved to locations as and when required.
- Can have more of the desired effect than a permanent sign due to motorists not expecting to see the sign.
- Have the ability to record traffic speeds to ascertain whether a speeding issue is actual or perceived.

**Disadvantages:**
- Cannot be used for speed enforcement purposes as currently do not have home office approval.
- Do not by themselves inform motorists if they are complying with the law.
- Do not relate to a hazard.
- Display information that is already available to the motorist via the speedometer.

### EFFECTIVENESS OF VEHICLE ACTIVATED SIGNS SUMMARY

**Effectiveness:**

- **LTN 1/07 notes:**
  - Speed limit repeater signs reduced mean speeds of traffic by an average of between 3 and 9 mph. The higher reductions being where the speed limit had also been reduced by 10mph.
  - Vehicle activated junction and bend signs reduced mean speed by up to 7mph. Speeds exceeding the limit were also reduced. Reductions tended to be greater at the speed limit repeater signs.

- **C32 -** The signing and lining and location of existing signs must be reviewed prior to a speed indicator device being considered.
- **C33 -** A speed indicator device should not be deployed unless it is clear that fixed signing cannot remedy the problem.
- **C34 -** At least 3 personal injury collisions have been recorded that are relevant to the location of the speed indicator device within the last three years, with at least 1 being attributed to speed.
- **C35 -** When considering a speed indicator device, existing mean vehicle speeds must exceed the speed limit (eg. 30mph in a 30mph limit & 40mph in a 40mph limit).
- **C36 -** Speed Indicator Devices will show vehicle speeds when exceeding the speed limit by 20%. Beyond this tolerance the ‘sad face’ symbol will be used. This is to discourage drivers trying to record high speeds on the speed indicator device.
- **C37 -** Speed indicator device should generally considered as part of a package of measures.
**Introduction**

Home Zones aim to improve the quality of life in residential roads by making them places for people, instead of just being thoroughfares for vehicles. The key elements to a Home Zone are:

- Community involvement to encourage a change in user behaviour
- For the road to be designed in such a way as to allow it to be used for a range of activities and to encourage very slow vehicle speeds (usually involving sensitively designed traffic calming).

A study was carried out in 2007 to assess the effectiveness of Home Zones in Scotland – the evaluation of which can be applied across all Home Zone schemes implemented in the United Kingdom.

**Advantages:**

- Community involvement and empowerment.

**Disadvantages:**

- Only minor changes in vehicle speeds or volumes were achieved.
- Funding is a key issue, largely due to the significant sums involved in implementing Home Zone projects and the difficulty in synchronizing development with council and external funding sources.
- From the Home Zones included within the Scotland evaluation exercise, there is only limited evidence that the schemes have resulted in increased community use of outdoor space.

**Effective / Advantages and Disadvantages / Case Studies**

<table>
<thead>
<tr>
<th>Effectiveness / Advantages and Disadvantages / Case Studies</th>
</tr>
</thead>
<tbody>
<tr>
<td>A study was carried out in 2007 to assess the effectiveness of Home Zones in Scotland – the evaluation of which can be applied across all Home Zone schemes implemented in the United Kingdom.</td>
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</tbody>
</table>

**Advantages:**

- Community involvement and empowerment.

**Disadvantages:**

- Only minor changes in vehicle speeds or volumes were achieved.
- Funding is a key issue, largely due to the significant sums involved in implementing Home Zone projects and the difficulty in synchronizing development with council and external funding sources.
- From the Home Zones included within the Scotland evaluation exercise, there is only limited evidence that the schemes have resulted in increased community use of outdoor space.

**Diagram**

![Home Zone Diagram](image)

**Relevant Guidance**

- Transport Act 2000
- SI 2006 No. 2082 - The Quiet Lanes and Homes Zones (England) Regulations 2006
- DFT Circular 2/06 The Quiet Lanes And Home Zones (England) Regulations 2006
- LTN 1/07 Traffic Calming - Section 3.1 Shared road space
- TAL 8/02 Home Zones - Public Participation
- TAL 10/01 Home Zones - Planning and Design
- Manual for Streets

**Key Criteria**

- C38 - Home Zones will only be considered where mean speeds are under 24mph.
- C39 - A Home Zone will only be considered where the afternoon peak flows are less than 100 vehicles.
- C40 - Due to their expense, all requests for Home Zones will be considered by the Speed Management Group.
**QUICK LINES**

**Introduction**
Quiet Lanes are minor rural roads that are appropriate for use by walkers, cyclists, horse riders and motorised users. These roads should have low levels of traffic, travelling at low speeds.

The aim of Quiet Lanes is to maintain the character of minor rural roads by seeking to contain rising traffic growth that is widespread in rural areas.

The Quiet Lanes concept involves three key elements:
- Local community engagement to encourage a change in driver behaviour;
- Area wide direction signing strategy to re-route traffic; and
- Quiet Lane network signing.

The concept is aimed at identifying networks of minor rural roads and is not solely about addressing issues on individual roads. Where possible public rights of way should be included within these networks.

The concept is not intended as a device to traffic calm busy roads or to address issues of rat running and heavy goods vehicle movements.

**Effectiveness / Advantages and Disadvantages / Case Studies**

**Advantages:**
- Does not require any significant physical traffic calming measures
- Is particularly appropriate for rural areas

**Disadvantages:**
- Effectiveness based on pilot schemes is questionable

**National Pilot Projects:**
Quiet Lanes pilots first took place in Kent and North Norfolk. Before and after surveys were carried out which showed mixed results in terms of vehicle speeds with changes of between +0.1mph and –2.3mph.

The monitoring also showed that vehicle flows were reduced slightly compared to control roads in both of the demonstration projects.

Hertfordshire Pilot Project
Hertfordshire then followed with its own pilot in the country lanes between Ayot Green and Wheathampstead. The before and after study showed that there were no significant reductions in vehicle speeds.

**Relevant Guidance**
- SI 2006 No. 2082 - The Quiet Lanes and Homes Zones (England) Regulations 2006
- DFT Circular 2/06 The Quiet Lanes And Home Zones (England) Regulations 2006
- LTN 1/07 Traffic Calming - Section 3.1 Shared road space
- TAL 3/04 - Quiet Lanes

**Key Criteria**
C41 - Based on evidence collated from previous work, Quiet Lanes will not be further implemented due to their limited success.

---

**GATEWAY AND ENTRY FEATURES**

**Introduction**
Gateways are used to signify the approach into a settlement, or a traffic calmed area. They can take many different forms, but those incorporated to date have most commonly included:
- a distinctive change in road surface colour or material
- a prominent sign to alert drivers to the calmed area
- ‘Dragons Teeth’

Gateway Features are normally used on the approach to settlements to reinforce a lower speed limit and reinforce the village identity.

**Advantages:**
- Highlights a change in speed limit.
- A village gateway reinforces the village identity.

**Disadvantages:**
- Reductions in speeds can be difficult to quantify as gateways and entry features are often combined within a package of measures.

**Effectiveness:**
- TAL 1/94 states that:
  - Minor gateway treatments achieved reductions in 85th percentile speeds which were generally below 3mph at the gateways and below 2mph.

**Relevant Guidance**
- LTN 1/07 Traffic Calming - Section 7 Gateways and entry treatments
- TAL 1/94 ViSP – a summary (VIISP = Village Speed Control Work Group)
- TAL 13/93 Gateways
- TAL 2/94 Entry Treatments

**Key Criteria**
C42 - Gateway and entry features will only be considered as part of a package of measures to assist in the reduction of vehicle speeds.
C43 - Careful consideration will be given to material choices for gateway and entrance features with respect to future maintenance.
Entry Treatment:

- An entry treatment is a form of a gateway and is usually used in urban areas. Entry treatments have been developed for use at side roads to let drivers know that they are leaving a major road and entering an area of different character, which may be a residential road. They may indicate the start of a series of traffic calming measures, or they may identify the gateway at the boundary of a 20mph zone or Home Zone.

- With more significant treatments at gateways, speed reductions of 6 - 7mph were attained, with reductions in villages of 2-3 mph.

- Major gateways relying on more physically restrictive treatments were installed. Reductions in 85th percentile speeds were 10mph in some cases, though within villages these schemes did not show any greater speed reductions that the other gateway schemes.

**CHICANES**

<table>
<thead>
<tr>
<th>Introduction</th>
<th>Effectiveness / Advantages and Disadvantages / Case Studies</th>
<th>Photographs</th>
<th>Relevant Guidance</th>
<th>Key Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chicane designs vary considerably but most fall into two broad categories:</td>
<td></td>
<td></td>
<td></td>
<td>C44 - When using single way working, two way vehicle flows should not exceed 3,000 vehicles per day and will not exceed 4,000.</td>
</tr>
<tr>
<td>- Single lane working, consisting of staggered build outs, narrowing the road so that the traffic from one direction has to give way to opposing traffic.</td>
<td><strong>Advantages:</strong></td>
<td></td>
<td><strong>LTN 1/07 Traffic Calming - Section 6.4 Chicanes</strong></td>
<td>C45 – Chicanes can be used on roads with a speed limit of 40mph or below.</td>
</tr>
<tr>
<td>- Two way working, using build outs to provide deflection, but with lanes separated by road markings or a central island.</td>
<td></td>
<td><strong>TAL 12/97 Chicane Schemes</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A single lane working chicane allows traffic flow in both directions, but there is only room for one vehicle to pass at a time. Generally priority is given to one direction, so that the possibility of vehicle conflicts is minimised. Priority should be given to vehicles leaving a traffic-calmed area, so that the speed of vehicles entering is reduced.</td>
<td><strong>Disadvantages:</strong></td>
<td></td>
<td><strong>TAL 9/94 Horizontal Deflections</strong></td>
<td></td>
</tr>
<tr>
<td>Two way working chicanes require more carriageway width than single lane chicanes, as they allow two vehicles to pass in opposite directions at the same time. Where chicanes do not have a central divider, vehicles can encroach into the opposing traffic lane, and this may result in less speed reduction being achieved, and / or safety being compromised.</td>
<td><strong>Single Lane Working Chicane:</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PINCH POINTS</td>
<td>CENTRAL ISLANDS AND REFUGES</td>
<td></td>
<td></td>
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<td>--------------</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Introduction</strong></td>
<td><strong>Introduction</strong></td>
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<tr>
<td>A pinch point is where the road is narrowed from both sides at the same position along the road for a distance of 5 to 10m. By implementing this measure, the carriageway width can be restricted so that only one vehicle at a time may pass, or so that two vehicles can pass slowly. Roads with a high frequency of buses and / or heavy goods vehicles need a wider carriageway width between the pinch points.</td>
<td>Central islands and refuges can be installed in the middle of the carriageway to narrow the width of the traffic lanes and assist in reducing vehicle speeds. Such facilities must be accompanied by the relevant road markings.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Effectiveness / Advantages and Disadvantages / Case Studies</strong></td>
<td><strong>Effectiveness / Advantages and Disadvantages / Case Studies</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| Advantages:  
• Can effectively reduce vehicle speeds.  
• Can reduce over taking manoeuvres.  
• Can also provide crossing points for pedestrians. |
| Disadvantages:  
• Cannot be used on heavily trafficked roads. |
| **Photographs** | **Photographs** |
| ![Pinch Point Image](image1) | ![Central Island Image](image2) |
| **Relevant Guidance** | **Relevant Guidance** |
| LTN 1/07 Traffic Calming - Section 6.3 Narrowings. | LTN 1/07 Traffic Calming - Section 6.3 Narrowings.  
TAL 7/95 Traffic islands for speed control |
| **Key Criteria** | **Key Criteria** |
| C46 - Pinch points will not be used in isolation to reduce vehicle speeds – only as part of a package of measures.  
C47 - Pinch points will not be used in a road with a speed limit above 40mph. | C48 – Central islands and refuges will only be used as part of a package of measures in order to reduce speeds. They will not be used in isolation. |
### ROUND TOP AND FLAT TOP HUMPS

<table>
<thead>
<tr>
<th>Introduction</th>
<th>Effectiveness / Advantages and Disadvantages / Case Studies</th>
<th>Photographs</th>
<th>Relevant Guidance</th>
<th>Key Criteria</th>
</tr>
</thead>
</table>
| Round top and flat top humps have been used extensively across Hertfordshire. Flat top humps having the added benefit that they can also be used as raised crossing points in appropriate locations. | Advantages:  
• Can effectively reduce vehicle speeds.  
• Can also provide crossing points for pedestrians.  

Disadvantages:  
• Can cause additional noise when vehicles traverse the features.  
• Can be difficult to construct the feature at the correct gradient.  
• Can cause discomfort for bus passengers.  
• Can cause adverse effects for bus operation.  
• Can be uncomfortable for cyclists to traverse. | ![Photograph](image) | SI 1999 No. 1025 - The Highways (Road Humps) Regulations 1999  
DFT Circular 4/96 Road humps  
LTN 1/07 Traffic Calming - Section 4 Road humps  
TAL 10/00 Road humps: discomfort, noise, and ground-borne vibration  
TAL 9/98 Sinusoidal, "H" & "S" road humps  
TAL 8/96 Road humps and ground-borne vibrations  
TAL 7/96 Highways (Road Humps) Regulations 1996  
TAL 2/96 75mm High Road Humps  
TAL 1/98 Speed cushion schemes  
TAL 4/94 Speed cushions | C49 – Bus Infrastructure in Hertfordshire – A Design Guide recommends that these should not be less than 25m from a bus stop, also that speed cushions are preferred to tables.  
C50 – Round top humps are not permitted on bus routes and the primary route network. |

### CUSHIONS

<table>
<thead>
<tr>
<th>Introduction</th>
<th>Effectiveness / Advantages and Disadvantages / Case Studies</th>
<th>Photographs</th>
<th>Relevant Guidance</th>
<th>Key Criteria</th>
</tr>
</thead>
</table>
| Cushions are favoured more commonly over road top and flat top humps. | Advantages:  
• Can effectively reduce vehicle speeds.  
• Buses can traverse cushions allowing a smooth transition for passengers.  
• Bolt down cushions are manufactured and can be installed to exacting specifications.  
• Allows cyclists to by-pass.  
• Quieter than road top humps.  

Disadvantages:  
• Can allow HGVs to traverse the cushions without the need to reduce speeds due to wider wheel base. | ![Photograph](image) | | C51 – The ‘Bus Infrastructure in Hertfordshire – A Design Guide’ recommends that measures need to be taken to ensure there is no parking adjacent to the cushions and that the enforcement authority is consulted.  
C52 – Bolt down cushions will be used. |
### Rumble Strips

**Introduction**

Rumble devices are designed to provide a vibratory and/or audible effect. They are intended to alert drivers to take greater care in advance of a hazard such as a bend or junction, and to help in reducing vehicle speeds. Reliance should not be placed on such traffic calming surfaces alone when seeking speed reduction.

**Effectiveness / Advantages and Disadvantages / Case Studies**

**Advantages:**
- Relatively inexpensive to install.

**Disadvantages:**
- Research indicates minimal speed reduction of around 1mph.
- Not the most appropriate traffic calming for urban areas due to noise.

**Effectiveness:**

Extract from LTN 1/07:

“A study of available information (Webster & Layfield, 1993), found that the overall effect of rumble strips and areas on 85th percentile vehicle speeds was a reduction of 3 mph (about 6 per cent). There was evidence from some sites that ‘after’ speeds increased slightly with time but were still below the ‘before’ installation speeds. Further rumble area and ribline sites have been reported (Barker, 1997) with speed reductions of up to 6 mph, but again there was evidence from one site that the ‘after’ speeds increased over time.”

**Photographs**

![Rumble Strips Photograph](image)

**Relevant Guidance**

- LTN 1/07 Traffic Calming - Section 5 Rumble devices and overrun areas
- TAL 11/93 Rumble devices

**Key Criteria**

C53 – Rumble strips should be used across the full width of the carriageway to avoid overtaking.

C54 – Rumble strips can only be used at least 200m from any residential property.

C55 – Rumble strips should only be considered as part of a package of measures.

### Rumblewave Surfacing

**Introduction**

TRL Ltd was commissioned to develop a profile that would create noise and vibration within vehicles passing over it, but not increase noise levels significantly for those outside the vehicles.

**Effectiveness / Advantages and Disadvantages / Case Studies**

**Advantages:**
- A quieter alternative to rumble strips.
- Considered suitable for residential areas.

**Disadvantages:**
- Minimal speed reduction (1 mph).
- Expensive to install compared to rumble strips
- Effectiveness is questionable.

**Effectiveness:**

According to TAL 1/05, the sites monitored showed overall decreases in mean speed of between 0.2 and 1.9 mph. The 85th percentile measurements showed a similar reduction.

Extract from LTN 1/07:

“Changes in vehicle speed as a result of rumblewave surfacing are reported in TRL Report 545 (Watts et al., 2002). The average speed reductions were just over 1 mph.”

**Photographs**

![Rumblewave Surfacing Photograph](image)

**Relevant Guidance**

- LTN 1/07 Traffic Calming - Section 5 Rumble devices and overrun areas
- TAL 1/05 Rumblewave Surfacing

**Key Criteria**

C56 – Rumblewave surfacing should only be considered as part of a package of measures.
**Mini Roundabouts**

**Introduction**

Mini roundabouts assist in giving easier access from side roads. A mini roundabout should not be considered as a traffic calming measure in isolation, and should only be considered as a package of measures.

**Effectiveness / Advantages and Disadvantages / Case Studies**

**Photographs**

**Relevant Guidance**

- **DMRB VolSec 6 Road Geometry TD54/07**

**Key Criteria**

- **C57** – The ‘Bus Infrastructure in Hertfordshire – A Design Guide’ recommends that the central dome of a mini roundabout is to be no more than 75mm high, with side slopes of less than 1:20.

- **C58** – Mini roundabouts should only be considered as part of a package of measures to reduce vehicle speeds.
Q4 Can we have a vehicle activated sign?

- Before vehicle activated signs are considered the Highways department have to assess if the issue can be solved using traditional fixed signing.
- Recorded speeds also need to be checked and must exceed the ACPO prosecution threshold speed (eg. 35mph in a 30mph limit, 46mph in a 40mph limit).
- There also need to be at least 3 recorded personal injury collisions that are relevant to the locations, with at least 1 being speed related.
- Vehicle activated signs are usually considered as part of a package of measures.

Q5 Does a serious collision need to occur before action will be taken by the authorities?

Although we would like to address sites where it is perceived collisions may occur, funding limitations dictate that our resources must be focused upon sites where collisions resulting in injury are already occurring. However, there are other funding sources within the Local Transport Plan which may be able to assist in this area.

Q6 Why does the speed limit change so many times over the length of some roads?

There are locations where relatively short speed limits have been introduced called buffer zones. These are used to bring vehicle speeds down gradually and provide better compliance within the lower speed limit. Most limits will be a minimum of 600m in length, or 400m in exceptional circumstances.
Key Criteria – Speed Enforcement

C59 The Police will use the ‘Hertfordshire Constabulary Speed Enforcement Guide’ (see appendix 6) focusing Roads Policing Unit officers at speed related collision history sites and Safer Neighbourhood Team officers at speed complaint sites.

C60 The County Council, through the Safety Camera Partnership, will prioritise speed enforcement where there is a speed related collision history and the ‘Criteria for Safety Camera Site Selection and Implementation’ are met.

C61 The County Council, as Highway Authority, will consider what measures can be taken in an area where there is no history of speed related collisions, if recorded 85th percentile speeds are above the ACPO prosecution thresholds.

5.1 Introduction

5.1.1 The Police, County Council as Highway Authority and Safety Camera Partnership have important roles to play in relation to speed enforcement:

- **The Police** are responsible for enforcing speed limits across the County on all roads.
- **The County Council as Highway Authority** is responsible for providing speed management measures on the public highway to reinforce appropriate speeds (except those maintained by the Highways Agency).
- **The Safety Camera Partnership** carries out speed enforcement at specific locations where there is a history of speed related casualties and collisions.

5.2 The Role of the Police

5.2.1 Hertfordshire Constabulary:
By conducting speed enforcement and education activity at locations identified as having a speed related collision history the Police intend to try to reduce the number of collisions and casualties occurring on our roads as well as contributing to achieving road safety targets.

5.2.2 The Police will use the ‘Hertfordshire Constabulary Speed Enforcement Guide’ (see appendix 6) focusing Roads Policing Unit officers at speed related collision history sites and SNT officers at speed complaint sites.
5.2.3 The Police and Crime Plan for Hertfordshire 2013-2018:
This plan includes an objective to “reduce anti-social driver behaviour” to help all road users and pedestrians feel safe by cracking down on anti-social driver behaviour. This includes speeding and the misuse of mobile phones whilst driving. This is measured by the “number of injury collisions where speeding is a contributory factor” and by the “number of killed or seriously injured (KSI) road incidents.”

5.2.4 The Police have finite resources and competing demands for officers’ time. Officers will be deployed to conduct speed enforcement activity at qualifying locations following analysis of the speed related RTC data or approval by the area SNT priority setting forum in support of the Hertfordshire Police and Crime Commissioner and his Police and Crime Plan for Hertfordshire 2013-2018. This is intended to ensure enforcement is focused at locations with a history of speed related collisions rather than at locations that don’t necessarily experience collisions but do generate enforcement requests. The ‘Hertfordshire Constabulary Speed Enforcement Guide’ can be found in Appendix 6.

5.2.5 Priority Setting Forums:
If enforcement activity is requested at a location not already benefiting from Police speed enforcement. It may be added to the list for periodic attention provided it has been agreed by the Priority Setting Forum and authorised by the Police Inspector responsible for that area. This can include locations where there is no history of collisions.

5.2.6 Priority Setting Forums represent every ward within the County and meet regularly to select specific issues they wish local SNT officers to concentrate on during the next quarter. To find out when a Priority Setting Forum is taking place or what the current priorities are, please contact the relevant SNT. Contact details can be found at http://snt.herts.police.uk/aCMS/meet.php.

5.2.7 Each time an injury road traffic collision is reported to Police, comprehensive details about the circumstances involved are recorded on a STATS 19 form. This valuable data is shared with the Highway Authority who use it to identify locations where road safety engineering may be used to address a particular problem.

5.2.8 For speed enforcement purposes the Police use this data to identify the locations that most frequently experience speed related collisions so they can be considered for enforcement.

5.2.9 In simple terms, provided it is safe and practical to conduct enforcement then the more speed related injury collisions that have occurred at a location the more likely it is to benefit from Police enforcement activity.
5.3 The Role of the Police and Crime Commissioner


5.3.2 Each police force area held elections, on 15 November 2012, for a Commissioner who will serve a four year term. David Lloyd was elected as the County’s first Police and Crime Commissioner.

5.3.3 As well as working closely with the Chief Constable of Hertfordshire Constabulary the Commissioner works with the full range of other public services (for example local government, the courts and the fire service) that deal with, or can help prevent crime. Together work is being undertaken to reduce crime, keep communities safe and ensure that the criminal justice system works well.

5.3.4 Community DriveSafe Campaign:
The campaign allows residents to come together, and petition the Commissioner, with their concerns about vehicles travelling in excess of the 20mph or 30mph speed limits in their area. Ten or more signatures from people living or working in the vicinity are required and of those at least three people will be needed to volunteer to run the scheme and use roadside speed monitoring equipment to encourage speeding motorists to slow down.

5.3.5 The volunteers will be trained by their local police officers in operating safely near highways and in how to use the speed monitoring equipment. They will also be equipped with high-visibility jackets and warning triangles. This works in two ways – for the safety of the volunteer and to highlight to motorists and the wider community that DriveSafe activity is going on.

5.3.6 The speed monitoring device indicates the speed of passing vehicles, showing a ‘smiley face’ to those travelling within the speed limit and a ‘sad face’ if they are over the limit. The volunteers will record the car registration numbers of vehicles travelling in excess of the speed limit and warning letters will be sent to the registered keeper of the vehicle. The volunteers can also record anti-social or dangerous driving, such as occupants not wearing seat belts or drivers using their mobile phones.

5.3.7 The local SNT police officers may also use speed enforcement, where appropriate, to target drivers who persistently drive in excess of the speed limit. This can result in offenders facing a fine, points on their licence or prosecution in court.
5.3.8 For further information about the Community DriveSafe scheme please visit the following web page:


5.4 The Role of the County Council as Highway Authority
The Highway Authority can introduce a variety of different features onto the public highway to reinforce appropriate speeds for a particular road or area (see Section 4 – Engineering Measures) but it cannot carry out speed enforcement activity.

5.5 The Role of the Safety Camera Partnership
The Safety Camera Partnership, (County Council, Police, Court Service and the Highways Agency) carries out speed enforcement activity at specific locations with a history of speed related personal injury collisions (see Section Six – Safety Cameras). Recorded 85th percentile speeds would need to be at or above ACPO prosecution thresholds to be given consideration.
Q7 Please can we have more speed enforcement?

Due to limited resources, Police prioritise speed enforcement activity at locations with a history of speed related collisions.

Additional speed enforcement requests can be considered for periodic attention by the ward Priority Setting Forum which meets every three months.

Q8 How can I find out about my local Priority Setting Forum?

Details, dates and locations of these panels can be ascertained by telephoning 101 or contacting the relevant SNT. Details can be found at http://snt.herts.police.uk/aCMS/meet.php.

Q9 Who carries out speed enforcement?

The Police are responsible for the enforcement of speed limits.

The County Council as the Highway Authority is responsible for the management of speed on all public roads in Hertfordshire (except those maintained by the Highways Agency).

Q10 How do I contact my local Safer Neighbourhood Team?

Contact details can be found on Hertfordshire Constabulary’s website at this location - http://snt.herts.police.uk/aCMS/meet.php

Q11 How can I access Community Drivesafe?

For further information about the Community DriveSafe scheme please visit the following web page:

6.1 Introduction

6.1.1 The primary objective for using safety cameras on the highway is to reduce deaths and injuries on roads by reducing the level and severity of speeding and red-light running. The camera service is operated by the Hertfordshire Safety Camera Partnership which comprises Hertfordshire County Council, Hertfordshire Constabulary and Hertfordshire Magistrates Court.

6.1.2 Details of Safety Camera locations can be found at:

www.hertsdirect.org/services/transtreets/rsu/driving/safetycameras/

Before any camera technology can be used on a public highway it must hold Home Office Type Approval for it to be legally enforceable.

6.1.3 Evidence from independent evaluations of the National Safety Camera Programme (2000-2004) has consistently shown that the use of cameras has been effective when deployment was based upon locations where a specific level of killed or seriously injured (KSI) collisions and excessive speed above ACPO thresholds had occurred.

6.1.4 Following the implementation of safety cameras within Hertfordshire the following averaged results have been recorded:

Table 1: Hertfordshire Safety Camera Partnership Results

<table>
<thead>
<tr>
<th></th>
<th>Static</th>
<th>Mobile</th>
<th>Red Light</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collision Reduction</td>
<td>47.7 % Overall</td>
<td>39.3 % Overall</td>
<td>47.4 % Overall</td>
</tr>
<tr>
<td></td>
<td>78.0 % KSI</td>
<td>70.7 % KSI</td>
<td>80.0 % KSI</td>
</tr>
<tr>
<td>Speed Reduction</td>
<td>7.1 mph</td>
<td>2.3 mph</td>
<td>Not Applicable</td>
</tr>
</tbody>
</table>

6.1.5 Collision reduction figures above compare a three year period before installation with the most recent three year after installation. Speed reduction figures compare the before installation traffic speed surveys with the most recent after surveys.
6.2 Criteria for Site Selection and Implementation

6.2.1 Stringent criteria are used for the selection of sites, based on collected data from Police Stats 19 forms collated over the previous three year period. An emphasis is placed on the number of people killed or seriously injured.

6.2.2 Speed data is also required. The collision criteria vary for static, mobile and red light cameras. Other cost effective measures must be considered as part of the selection process before safety cameras are chosen as a potential option.

6.2.3 The table in Appendix 8 sets out the current criteria being used by Hertfordshire County Council for proposed camera sites, based on Department for Transport guidance documents:

6.3 Current Technology

6.3.1 The following technology is currently used in Hertfordshire:

- rearward facing static cameras
- forward facing static cameras
- red light static cameras
- mobile vans equipped with laser cameras
- average speed cameras used by the Highways Agency for road works enforcement

6.4 Emerging Technology and use in Hertfordshire

6.4.1 A number of safety camera devices are in ‘Type Approval’ stage with the Home Office. All make use of new digital and radar sensor technologies.

6.4.2 Further upgrades to digital technology are anticipated as ‘Type Approval’ is gained and finances allow.

6.4.3 Average speed technology will be considered, where appropriate, and if funding is available. This technology works best on motorways and dual carriageways with large distances between junctions, which enables monitoring over a reasonable distance. In urban areas the current technology has been shown not to work as effectively - more junctions requires more camera locations to cover a zone. Moreover, these systems do not allow for instances where, for example, a pelican crossing will stop traffic. Thus approach and exit speeds can be very high but, due to the delays during the journey, the average speed technology would not recognise an offence having been committed.
<table>
<thead>
<tr>
<th>Q12</th>
<th>Can we have a safety camera?</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>The County Council considers any location for a safety camera against the ‘Criteria for Safety Camera Site Selection and Implementation’ matrix. (See Appendix 8)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Q13</th>
<th>Can we have a safety camera if we pay for it?</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No, it is essential that the provision of every camera site can be justified by a logical and democratically supported process which is through the ‘Criteria for Safety Camera Site Selection and Implementation’ matrix (see Appendix 8). It should be noted that there are ongoing maintenance costs beyond the initial cost of providing and installing a camera.</td>
</tr>
</tbody>
</table>
7.1 **Education**

The County Council, as part of the Hertfordshire Road Safety Partnership, delivers a range of educational programmes for pedestrians, cyclists, motorists and other road users. All of these programmes make reference to the dangers of speed to the individual and/or to others. Training activities which have a clear emphasis on speeding issues are set out in this section.

7.1.1 **Learn2Live**

This is similar in concept to Megadrive, but is run in a half-day session in an auditorium setting. The programme is led by the Fire and Rescue Service, within the Hertfordshire Road Safety Partnership, and aims to reach 9,000 students every year.

7.1.2 **Diversionary Courses**

For many motoring offences drivers are now given the opportunity to attend a training course rather than receive a penalty. This approach is supported by Hertfordshire Constabulary and the County Council as it enables the professional trainers to provide road safety education to drivers, most of whom will have received no update to their road safety knowledge and skills since passing their driving test.

7.1.3 **Speed Awareness**

This course is designed for offenders who marginally break the speed limit. They are provided with information on speed issues such as how to be sure what the limit is in any given situation and how to keep within the limit. A standard course is available across the country, and around 24,000 motorists per year now attend these courses in Hertfordshire. National research shows that the courses challenge clients' attitudes towards speeding, gives them insight into their own driving and the pressures that they face, and it enables them to apply what they have learnt (with 99% of clients reporting that they have applied what they learnt).

7.1.4 **Other Courses**

There is a range of other diversionary courses (Driver Alertness, What's Driving Us, Driving for Change, RIDE) which drivers can be offered if they have committed a motoring offence. Education on speed issues plays an important role in all of these courses.
7.1.5 Further web based information on safer driving, coaching for advanced driving and motorcycling tests is provided on the Hertsdirect website at www.hertsdirect.org/driving.

7.2 Publicity Campaigns

7.2.1 The Hertfordshire Road Safety Partnership delivers a range of publicity campaigns aimed at raising the awareness of unsafe behaviours and challenging attitudes. These campaigns are tailored to particular geographical areas, road user types and age groups as appropriate. Details of current campaigns are set out in the Road Safety Strategy.

FREQUENTLY ASKED QUESTIONS
Education, Training and Publicity

Q14 How can I find out more about:
- Speed awareness courses
- The driver improvement course
- Advanced driving courses
- Motorcycling courses

Contact the Transport Access and Safety Unit at Hertfordshire County Council. Telephone: 0300 123 4047 or go online at www.hertsdirect.org/driving.
## Appendix 1: Strategy Changes

<table>
<thead>
<tr>
<th>Change</th>
<th>Previous Strategy (March 2012)</th>
<th>Current Strategy (March 2014)</th>
<th>Criteria Reference</th>
<th>Cost Saving</th>
<th>Beyond DfT Guidance</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Limit and Zone Definitions</td>
<td>A <strong>limit</strong> should be used over a single or a small number of roads and does not require physical engineering measures. A <strong>zone</strong> should be predominantly used in urban areas – both town centres and residential areas – and in the vicinity of schools. It is generally recommended that they be imposed over an area consisting of several roads. Uses Physical engineering measures.</td>
<td>A <strong>limit</strong> is a single road with a 20mph speed limit, with or without physical measures. A <strong>zone</strong> is two or more adjacent roads with a 20mph speed limit, with or without physical measures.</td>
<td>n/a</td>
<td>Yes</td>
<td>Use of more simplified definitions. The DfT definitions are referenced in paragraphs 80 &amp; 81 of Circular 01/13 Setting Local Speed Limits.</td>
<td></td>
</tr>
<tr>
<td>Speed data collection</td>
<td>85th percentile speeds were used as the basis for setting speed limits in 20mph limits and zones</td>
<td>Mean speeds will be used as the basis for setting speed limits in 20mph speed limits and zones</td>
<td>C3</td>
<td>Yes</td>
<td>Whilst mean and 85th percentile speeds will be routinely collected, <strong>mean</strong> speeds will be used as the basis for setting speed limits. This brings the strategy in line with Circular 01/13 Setting Local Speed limits. As mean speeds are lower than 85th percentile speeds, this will allow more roads to qualify for 20mph limits and zones without the requirement for physical measures.</td>
<td></td>
</tr>
<tr>
<td>Change</td>
<td>Previous Strategy (March 2012)</td>
<td>Current Strategy (March 2014)</td>
<td>Criteria Reference</td>
<td>Cost Saving</td>
<td>Beyond DfT Guidance</td>
<td>Comment</td>
</tr>
<tr>
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</tr>
</tbody>
</table>
| Amount of speed data required for a zone | Existing speed data was required for all roads within a zone | Existing speed data will be required:  
- On all roads where there is a concern that vehicle speeds are high  
- In a random 25% sample of other roads within a proposed zone | C6 | Yes |  | This reduces the amount of data required when deciding whether a new zone is appropriate. Thereby decreasing the cost of the assessment exercise. |
| Existing speeds for proposed zones without physical measures | 85th percentile speeds had to be 25mph or below on all roads to qualify | The following now applies:  
- Where at least 90% of the total number of roads in the proposed zone have existing mean speeds of 25mph or below  
- Where up to 10% of the total number of roads in the proposed zone have existing mean speeds above 25mph, but below 27mph | C9 | Yes | Yes | More roads qualify for a zone because:  
- The use of mean speeds, rather than 85th percentile speeds  
- Existing mean speeds can be up to 25mph, rather than 24mph in DfT guidance  
This criterion has been developed with the following paragraphs in Circular 01/13 Setting Local Speed Limits in mind:  
- Successful 20 mph schemes are generally self-enforcing. There should be no expectation on the police to provide additional enforcement beyond their routine activity (Para 85)  
- Research has indicated that 20 mph schemes without traffic calming reduce mean speeds by about 1 mph on average. Schemes need to aim for compliance with |
| Speeds after implementation within a zone without physical measures | 85th percentile speeds had to be 24mph or below on all roads | Mean speeds will be 24mph or below on all roads. The only exception to this criterion will be where measured speeds prior to implementation were between 25mph and 27mph on up to 10% of roads. If | C10 | Yes | Yes |  |
post implementation speeds are above 24mph physical measures will not be provided. However, non-consultative measures (such as additional lining and signing) can be considered.

- The implementation of 20 mph scheme over a larger number of roads, should be considered where mean speeds at or below 24 mph are already achieved over a number of roads. (Para 97)

The criteria in the current strategy go beyond Circular 01/13 by not applying the DfT guidance to all roads within a proposed zone.

<table>
<thead>
<tr>
<th>Change</th>
<th>Previous Strategy (March 2012)</th>
<th>Current Strategy (March 2014)</th>
<th>Criteria Reference</th>
<th>Cost Saving</th>
<th>Beyond DfT Guidance</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Advisory 20mph limits and zones</td>
<td>No specific criteria</td>
<td>Advisory 20mph limits and zones will only be considered outside schools where existing mean speeds are 30mph or less.</td>
<td>C13</td>
<td></td>
<td></td>
<td>More defined criteria now makes it clearer when a road(s) will qualify for variable or advisory limits or zones than in the previous strategy. This makes it easier for these type of interventions to be implemented.</td>
</tr>
<tr>
<td>Variable 20mph limits</td>
<td>All requests will need to come through the Officers Speed Management Group</td>
<td>Variable 20mph limits need to be self enforcing and have a maximum mean speed of 24mph during their times of operation.</td>
<td>C14</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### 30 – 70 MPH LIMITS

<table>
<thead>
<tr>
<th>Change</th>
<th>Previous Strategy (March 2012)</th>
<th>Current Strategy (March 2014)</th>
<th>Criteria Reference</th>
<th>Cost Saving</th>
<th>Beyond DfT Guidance</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Data Collection</td>
<td>85th percentile speeds were used as the basis for setting speed limits</td>
<td>Mean speeds will be used as the basis for setting speed limits</td>
<td>C6</td>
<td></td>
<td></td>
<td>Whilst mean and 85th percentile speeds will be routinely collected, mean speeds will be used as the basis for setting speed limits.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>It is not expected that this change will result in significant increases or decreases in the number of limit changes across the County.</td>
</tr>
<tr>
<td>Rural Zonal Speed Limits</td>
<td>n/a</td>
<td>The County Council will consider 40mph zonal rural speed limits subject to all of the following being met:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• The zone would be self enforcing. Mean speeds on all roads within the zone will be 40mph or less once implemented</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• The zone would only be permitted on C and unclassified roads</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• The zone will be within a defined geographical area, eg. bounded by A &amp; B roads or in an AONB</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• The zone would have a predominantly local, access or recreational function and / or form part of a recommended network of routes for vulnerable road users.</td>
<td>C15 &amp; C16</td>
<td></td>
<td></td>
<td>A new concept introduced in Circular 01/13 Setting Local Speed Limits which has been included in this strategy.</td>
</tr>
<tr>
<td>Change</td>
<td>Previous Strategy (March 2012)</td>
<td>Current Strategy (March 2014)</td>
<td>Criteria Reference</td>
<td>Cost Saving</td>
<td>Beyond DfT Guidance</td>
<td>Comment</td>
</tr>
<tr>
<td>--------</td>
<td>--------------------------------</td>
<td>-----------------------------</td>
<td>-------------------</td>
<td>-------------</td>
<td>---------------------</td>
<td>---------</td>
</tr>
<tr>
<td>The Role of the Speed Management Group</td>
<td>The Officers Speed Management Group will assess all speed limit change requests to ensure consistent application of the strategy criteria.</td>
<td>The Officers Speed Management Group will no longer assess speed limit change requests. Promoting officers will now complete the Speed Limit Change Form (Appendix 7).</td>
<td>C5</td>
<td></td>
<td>The Officer Speed Management Groups main role now will be to rank and assess schemes against the Local Transport Plan Speed Compliance Target (see section 3.2 of the strategy).</td>
<td></td>
</tr>
</tbody>
</table>
Appendix 2 – Application of Criterion C9 – Existing Speeds for proposed zones

The purpose of this appendix is to explain how Criterion C9 “Existing speeds for proposed zones” is applied.

Criterion C9 states:

**Existing Speeds for proposed zones**: 20mph zones without physical measures will only be considered when the following applies:

- Where at least 90% of the total number of roads in the proposed zone have existing mean speeds of 25mph or below
- Where up to 10% of the total number of roads in the proposed zone have existing mean speeds above 25mph, but below 27mph

If existing speeds do not meet this criterion physical measures will be required.

The table below shows the maximum number of roads in the proposed zone that can have existing mean speeds above 25 mph, but below 27 mph, (the 10% part of Criterion C9).

<table>
<thead>
<tr>
<th>Total number of roads in proposed zone</th>
<th>Number of roads in the proposed zone that can have existing mean speeds above 25 mph, but below 27 mph</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 10</td>
<td>None</td>
</tr>
<tr>
<td>10-19</td>
<td>1</td>
</tr>
<tr>
<td>20-29</td>
<td>2</td>
</tr>
<tr>
<td>30-39</td>
<td>3</td>
</tr>
<tr>
<td>40-49</td>
<td>4</td>
</tr>
</tbody>
</table>

The remainder of the roads must have existing mean speeds of 25 mph or below (the 90% part of Criterion C9).

In our example the proposed zone has 30 roads, therefore based on the table above, 3 roads can have existing mean speeds above 25 mph, but below 27 mph. Therefore, the other 27 roads must have existing mean speeds of 25 mph or below.

**Criterion C7 - Environment**

For the purposes of this example, an assessment of the environment has already been made against the “Hertfordshire Speed Limit Framework” for each of the proposed roads. This assessment has confirmed that a 20 mph zone is appropriate for these roads.

**Stage 1 - Data collection (Criterion C6)**

The following steps are taken to identify the roads that require speed surveys:

i. The lead engineer visits all 30 roads in the proposed zone.
ii. Following discussions with the Traffic Management Officer at Hertfordshire Constabulary 13 roads are identified at which there is “a concern that vehicle speeds are high”
iii. Speed surveys are undertaken for these 13 roads.
iv. Speed surveys are also taken in a random 25% sample of the remaining roads in the proposed zone i.e. an extra 5 roads (25% of the 17 roads where there was not “a concern that vehicle speeds are high”).

A total of 18 surveys are required.
Stage 2 - Assessment of survey results against criterion C9

The survey results are shown in the table below.

Following analysis of this data there are 3 possible outcomes:

A. There was no concern about the speed of traffic, or the mean speeds are below 25 mph. 
   **The road can be included within the 20 mph zone.**

B. Mean speeds are above 25 mph but below 27 mph. 
   **Measures will be required to reduce traffic speeds on some of the roads to ensure the 90% rule is met.**

C. Mean speeds are **not** below 27 mph. 
   **Measures will be required to reduce traffic speeds.**

<table>
<thead>
<tr>
<th>Road</th>
<th>Speed Concern</th>
<th>Mean Speed (mph)</th>
<th>Outcome</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Y</td>
<td>29.3</td>
<td>C - Measures required to reduce traffic speeds</td>
</tr>
<tr>
<td>2</td>
<td>Y</td>
<td>27.6</td>
<td>C - Measures required to reduce traffic speeds</td>
</tr>
<tr>
<td>3</td>
<td>Y</td>
<td>26.8</td>
<td>B - Some roads will require measures to ensure 90% rule is met</td>
</tr>
<tr>
<td>4</td>
<td>Y</td>
<td>26.2</td>
<td>B - Some roads will require measures to ensure 90% rule is met</td>
</tr>
<tr>
<td>5</td>
<td>Y</td>
<td>25.6</td>
<td>B - Some roads will require measures to ensure 90% rule is met</td>
</tr>
<tr>
<td>6</td>
<td>Y</td>
<td>25.2</td>
<td>B - Some roads will require measures to ensure 90% rule is met</td>
</tr>
<tr>
<td>7</td>
<td>Y</td>
<td>24.8</td>
<td>A - Road can be included within 20 mph zone</td>
</tr>
<tr>
<td>8</td>
<td>Y</td>
<td>24.3</td>
<td>A - Road can be included within 20 mph zone</td>
</tr>
<tr>
<td>9</td>
<td>Y</td>
<td>23.5</td>
<td>A - Road can be included within 20 mph zone</td>
</tr>
<tr>
<td>10</td>
<td>Y</td>
<td>23.4</td>
<td>A - Road can be included within 20 mph zone</td>
</tr>
<tr>
<td>11</td>
<td>Y</td>
<td>22.7</td>
<td>A - Road can be included within 20 mph zone</td>
</tr>
<tr>
<td>12</td>
<td>Y</td>
<td>21.5</td>
<td>A - Road can be included within 20 mph zone</td>
</tr>
<tr>
<td>13</td>
<td>Y</td>
<td>19.6</td>
<td>A - Road can be included within 20 mph zone</td>
</tr>
<tr>
<td>14</td>
<td>N *</td>
<td>25.7</td>
<td>B - Some roads will require measures to ensure 90% rule is met</td>
</tr>
<tr>
<td>15</td>
<td>N *</td>
<td>24.5</td>
<td>A - Road can be included within 20 mph zone</td>
</tr>
<tr>
<td>16</td>
<td>N *</td>
<td>19.8</td>
<td>A - Road can be included within 20 mph zone</td>
</tr>
<tr>
<td>17</td>
<td>N *</td>
<td>18.3</td>
<td>A - Road can be included within 20 mph zone</td>
</tr>
<tr>
<td>18</td>
<td>N *</td>
<td>17.5</td>
<td>A - Road can be included within 20 mph zone</td>
</tr>
<tr>
<td>19</td>
<td>N</td>
<td></td>
<td>A - Road can be included within 20 mph zone</td>
</tr>
<tr>
<td>20</td>
<td>N</td>
<td></td>
<td>A - Road can be included within 20 mph zone</td>
</tr>
<tr>
<td>21</td>
<td>N</td>
<td></td>
<td>A - Road can be included within 20 mph zone</td>
</tr>
<tr>
<td>22</td>
<td>N</td>
<td></td>
<td>A - Road can be included within 20 mph zone</td>
</tr>
<tr>
<td>23</td>
<td>N</td>
<td></td>
<td>A - Road can be included within 20 mph zone</td>
</tr>
<tr>
<td>24</td>
<td>N</td>
<td></td>
<td>A - Road can be included within 20 mph zone</td>
</tr>
<tr>
<td>25</td>
<td>N</td>
<td></td>
<td>A - Road can be included within 20 mph zone</td>
</tr>
<tr>
<td>26</td>
<td>N</td>
<td></td>
<td>A - Road can be included within 20 mph zone</td>
</tr>
<tr>
<td>27</td>
<td>N</td>
<td></td>
<td>A - Road can be included within 20 mph zone</td>
</tr>
<tr>
<td>28</td>
<td>N</td>
<td></td>
<td>A - Road can be included within 20 mph zone</td>
</tr>
<tr>
<td>29</td>
<td>N</td>
<td></td>
<td>A - Road can be included within 20 mph zone</td>
</tr>
<tr>
<td>30</td>
<td>N</td>
<td></td>
<td>A - Road can be included within 20 mph zone</td>
</tr>
</tbody>
</table>

* - Roads surveyed as part of the 25% random sample of the remaining roads in the proposed zone, where there in **not** "a concern that vehicle speeds are high".
Stage 3 – Selection of roads that require measures to reduce traffic speeds

To achieve compliance with Criterion C9, we need “before” mean speeds as summarised below:

- **27** roads (90%) with mean speeds of 25 mph or below, and
- **3** roads (10%) with mean speeds above 25 mph, but below 27 mph

The survey results shown that there are **23** of the **30** roads with outcome ‘A’. These can be included within the 20 mph zone without the need for further measures.

This leaves **7** roads that need to be considered as listed in the table below.

<table>
<thead>
<tr>
<th>Road</th>
<th>Speed Concern</th>
<th>Mean Speed (mph)</th>
<th>Outcome</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Y</td>
<td>29.3</td>
<td>C - Measures required to reduce traffic speeds</td>
</tr>
<tr>
<td>2</td>
<td>Y</td>
<td>27.6</td>
<td>C - Measures required to reduce traffic speeds</td>
</tr>
<tr>
<td>3</td>
<td>Y</td>
<td>26.8</td>
<td>B - Some roads will require measures to ensure 90% rule is met</td>
</tr>
<tr>
<td>4</td>
<td>Y</td>
<td>26.2</td>
<td>B - Some roads will require measures to ensure 90% rule is met</td>
</tr>
<tr>
<td>5</td>
<td>Y</td>
<td>25.6</td>
<td>B - Some roads will require measures to ensure 90% rule is met</td>
</tr>
<tr>
<td>6</td>
<td>Y</td>
<td>25.2</td>
<td>B - Some roads will require measures to ensure 90% rule is met</td>
</tr>
<tr>
<td>14</td>
<td>N *</td>
<td>25.7</td>
<td>B - Some roads will require measures to ensure 90% rule is met</td>
</tr>
</tbody>
</table>

There are a number of possible scenarios that could be implemented to achieve compliance with Criterion C9, however the recommended option would be to treat:

- the **2** roads from outcome ‘C’ (Roads 1 & 2), and
- the **2** roads with the highest mean traffic speeds from outcome ‘B’ (Roads 3 & 4).

Therefore physical measures would need to be introduced into Roads 1, 2, 3 & 4 to ensure that the “after” traffic speeds are below 24 mph.

<table>
<thead>
<tr>
<th>Road</th>
<th>Speed Concern</th>
<th>Mean Speed (mph)</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Y</td>
<td>29.3</td>
<td>Physical measures will be required</td>
</tr>
<tr>
<td>2</td>
<td>Y</td>
<td>27.6</td>
<td>Physical measures will be required</td>
</tr>
<tr>
<td>3</td>
<td>Y</td>
<td>26.8</td>
<td>Physical measures will be required</td>
</tr>
<tr>
<td>4</td>
<td>Y</td>
<td>26.2</td>
<td>Physical measures will be required</td>
</tr>
</tbody>
</table>

This would leave Roads 5, 6 & 14 as our **3** roads (10%) with “before” mean speeds above 25 mph, but below 27 mph.

<table>
<thead>
<tr>
<th>Road</th>
<th>Speed Concern</th>
<th>Mean Speed (mph)</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>Y</td>
<td>25.6</td>
<td>Physical measures are <strong>not</strong> required</td>
</tr>
<tr>
<td>6</td>
<td>Y</td>
<td>25.2</td>
<td>Physical measures are <strong>not</strong> required</td>
</tr>
<tr>
<td>14</td>
<td>N *</td>
<td>25.7</td>
<td>Physical measures are <strong>not</strong> required</td>
</tr>
</tbody>
</table>
## APPENDIX 3 – HERTFORDSHIRE SPEED LIMIT FRAMEWORK

### 20 MPH LIMITS AND ZONES

<table>
<thead>
<tr>
<th>Urban</th>
<th>Rural</th>
</tr>
</thead>
<tbody>
<tr>
<td>• It may be appropriate to consider such a limit or zone in town or city streets where the presence of vulnerable road users is high.</td>
<td>• It may be appropriate to consider such a limit or zone in village streets where the presence of vulnerable road users is high.</td>
</tr>
<tr>
<td>• Should not be implemented on roads with a strategic or main road function, with exceptions. Eg. Where numbers of vulnerable road users are high.</td>
<td>• Should not be implemented on roads with a strategic or main road function.</td>
</tr>
</tbody>
</table>

**Eg. West Watford 20mph Zone**

*(DfT Circular 1/13 Setting Local Speed Limits – table 1)*

### 30 MPH LIMITS

<table>
<thead>
<tr>
<th>Urban</th>
<th>Rural</th>
</tr>
</thead>
<tbody>
<tr>
<td>• The standard limit in built up areas with development on both sides of the road where motor vehicle movement is a priority.</td>
<td>• Should be the norm in villages</td>
</tr>
<tr>
<td><strong>Eg. Blenheim Way, Stevenage</strong></td>
<td>• 20 or more houses over a length of at least 600m with a density of 3 houses per 100m</td>
</tr>
<tr>
<td></td>
<td>• If there are fewer than 20 houses, extra allowance can be made for key buildings such as a church, shop or school</td>
</tr>
</tbody>
</table>

*(DfT Circular 1/13 Setting Local Speed Limits – para’s 131, 133 & 134 and TAL 1/04)*

**Eg. Grange Hill, Welwyn**

### 40 MPH LIMITS

<table>
<thead>
<tr>
<th>Urban</th>
<th>Rural</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Higher quality suburban roads or those on the outskirts of urban areas</td>
<td>Upper Tier roads with predominant traffic flow function. (Typically A &amp; B roads):</td>
</tr>
<tr>
<td>• Little development</td>
<td>Considered where any of the following apply:</td>
</tr>
<tr>
<td>• Few vulnerable road users (pedestrians, cyclists &amp; equestrians)</td>
<td>• High number of bends, junctions or accesses</td>
</tr>
<tr>
<td>• Good width and layout</td>
<td>• Substantial development</td>
</tr>
<tr>
<td>• Parking and waiting restrictions in operation</td>
<td>• Where there is a strong environmental reason</td>
</tr>
<tr>
<td>• Buildings set back from the road</td>
<td>• Where there are considerable numbers of vulnerable road users.</td>
</tr>
<tr>
<td>• Wherever possible cater for the needs of non-motorised users through the segregation of road space, and have adequate footways and crossing places, or there should be convenient routes available and have adequate footways and crossings for NMU’s</td>
<td><strong>Eg. A10 Cambridge Road, Thundridge</strong></td>
</tr>
</tbody>
</table>

**Eg. Herns Lane (Black Fan Road to Moors Walk), Welwyn Garden City**

*Lower Tier roads with important access and recreational facilities. (Typically C & unclassified roads): *

Considered where any of the following apply:

• Roads with predominantly local, access or a recreational function
• Forms part of a recommended route for vulnerable road users.
• Maybe appropriate if there is a particular collision problem

*DfT Circular 1/13 Setting Local Speed Limits (para 128)*

**Eg. Cambridge Road, Colliers End**
### 50 MPH LIMITS

<table>
<thead>
<tr>
<th>Urban</th>
<th>Rural</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Dual carriageway ring or radial routes or bypasses that have become partially built up</td>
<td>Upper Tier roads with predominant traffic flow function. (Typically A &amp; B roads):</td>
</tr>
<tr>
<td>• Should be little, or no road side development</td>
<td>• Lower quality A &amp; B roads which have a relatively high number of bends, junctions and / or accesses.</td>
</tr>
<tr>
<td></td>
<td>• Can also be considered where mean speeds are below 50mph, so lower limit would not interfere with traffic flow</td>
</tr>
<tr>
<td>(DfT Circular 1/13 Setting Local Speed Limits – table 1)</td>
<td>(DfT Circular 1/13 Setting Local Speed Limits – table 2)</td>
</tr>
<tr>
<td></td>
<td>Lower Tier roads with important access and recreational facilities. (Typically C &amp; unclassified roads):</td>
</tr>
<tr>
<td></td>
<td>• C and unclassified roads with a mixed function and high numbers of bends, junctions or accesses</td>
</tr>
<tr>
<td></td>
<td>(DfT Circular 1/13 Setting Local Speed Limits – para 128)</td>
</tr>
</tbody>
</table>

### 60 MPH LIMITS

<table>
<thead>
<tr>
<th>Urban</th>
<th>Rural</th>
</tr>
</thead>
<tbody>
<tr>
<td>n/a</td>
<td>Upper Tier roads with predominant traffic flow function. (Typically A &amp; B roads):</td>
</tr>
<tr>
<td></td>
<td>• Recommended for most quality and strategic A &amp; B roads with few bends, junctions or accesses</td>
</tr>
<tr>
<td></td>
<td>(DfT Circular 1/13 Setting Local Speed Limits – table 2)</td>
</tr>
<tr>
<td></td>
<td>Lower Tier roads with important access and recreational facilities. (Typically C &amp; unclassified roads):</td>
</tr>
<tr>
<td></td>
<td>• Only appropriate for the best quality C and unclassified roads with a mixed function with few bends, junctions or accesses</td>
</tr>
<tr>
<td></td>
<td>(DfT Circular 1/13 Setting Local Speed Limits – para 128)</td>
</tr>
</tbody>
</table>

### 70 MPH LIMITS

<table>
<thead>
<tr>
<th>Urban</th>
<th>Rural</th>
</tr>
</thead>
<tbody>
<tr>
<td>n/a</td>
<td>• Rural dual carriageway roads with segregated junctions and separate facilities for vulnerable road users.</td>
</tr>
<tr>
<td></td>
<td>• A lower limit maybe appropriate if the collision history indicates that this can not be achieved safely</td>
</tr>
<tr>
<td></td>
<td>(DfT Circular 1/13 Setting Local Speed Limits – para 121)</td>
</tr>
</tbody>
</table>
Appendix 4: Speed limits and zones implementation process

Stage 1: Is the new limit or zone a strategic or member priority?
If YES, proceed to Stage 2

Stage 2: Does the new limit or zone meet the strategy criteria?
If YES, proceed to Stage 3

Stage 3: Is HCC or member funding available?
If YES, proceed to Stage 3

Stage 4: Is the new limit supported at public consultation?
If YES, proceed to implementation

Note: The four stage process on the left hand side summarises the process. Detail required for officers is shown in the flow diagram.
Appendix 5:
20mph Limits and Zones - Evidence and Case Studies

INTRODUCTION:
20 mph zones and limits are relatively wide spread, with more than 2,000 schemes in place in England, the majority of which are 20 mph zones.

Important benefits of 20 mph schemes include quality of life and community benefits, and encouragement of healthier and more sustainable transport modes such as walking and cycling (Kirkby, 2002). There may also be environmental benefits as, generally, driving more slowly at a steady pace will save fuel and reduce pollution, unless an unnecessarily low gear is used. Walking and cycling can make a very positive contribution to improving health and tackling obesity and tackling congestion, and reducing carbon emissions and improving the local environment.

The Department for Transport allows traffic authorities to use their powers to introduce 20mph speed limits or zones on:

- Major streets where there are – or could be - significant numbers of journeys on foot, and/or where pedal cycle movements are an important consideration, and this outweighs the disadvantage of longer journey times for motorised traffic.

- Residential streets in cities, towns and villages, particularly where the streets are being used by people on foot and on bicycles, there is community support and the characteristics of the street are suitable.

20MPH SPEED LIMITS AND THE RELATIONSHIP TO THE REDUCTION IN DEATH & INJURY

There is evidence of the effect of reducing traffic speeds on the reduction of collisions and casualties, as collision frequency is lower at lower speeds; and where collisions do occur, there is a lower risk of fatal injury at lower speeds. Research shows that on urban roads with low average traffic speeds any 1 mph reduction in average speed can reduce the collision frequency by around 6% (Taylor, Lynam and Baruya, 2000). There is also clear evidence confirming the greater chance of survival of pedestrians in collisions at lower speeds.

Research undertaken by the Transport Research Laboratory for the Department for Transport shows a strong correlation between speed of travel and risk of fatality,\(^1\) RoSPA has summarised this in its Road Safety Information Sheet.\(^2\)

---


In certain circumstances and locations, 20mph speed limits can reduce death and injury. However, a blanket 20mph speed limit would not be effective in all areas and there needs to be careful consideration of the location and circumstances before decisions about speed limits are made.

Jim McManus (Director of Public Health at Hertfordshire County Council) concluded in his August 2013 Member Briefing that "cumulatively, I think the evidence suggests that there are areas in Hertfordshire where we should at least consider the implementation of 20mph speed limits but these should be led by intelligence and analysis as to appropriate areas."

Research\(^3\) has also found that children from the lowest socioeconomic group in England and Wales are five times more likely to be injured in accidents than those from the highest group.

Analysis found that traffic calming schemes reduced the number of injury accidents by about 15% on average, with schemes in residential areas showing a greater reduction.\(^4\)

---


LOWER TRAFFIC SPEEDS & PHYSICAL ACTIVITY:
Lower traffic speeds can increase physical activity.

Bristol recently piloted 20mph zones in two areas using only signage, as one element of a strategy to increase physical activity in the city. The installation of the zones was complemented by events to encourage children to play outside and increase the uptake of cycling. The Communications Strategy delivered several educational campaigns around 20mph zones.

The Bristol City Council report findings indicated that people felt safer, and walked and cycled more; ‘35% of respondents from the main roads felt it was safer following the 20mph limits being installed’. Early indications are that overall levels of walking and cycling activity across the pilot area have increased both at weekends and on weekdays. It is not possible to confidently state that these changes were due solely to the introduction of the new lower speed limit. However, there were no recorded incidents or special activities taking place when the surveys were undertaken which would have affected the levels recorded. See the case study section for further details.

A number of Highway Authorities across England have trialled the introduction of 20mph limits and zones with different design principles the following case studies provide an overview of some of the schemes introduced in England since 2007.

CASE STUDY 1: Portsmouth

Portsmouth introduced the first large scale 20mph limit in 2007 covering 94% of the road network in Portsmouth City council.

Traffic speeds in the most of the streets were already low at less than 20mph mean average.

The scheme has resulted in a 1.3mph reduction in mean speed across the area.

There was a reduction in average speeds at 28 of the 32 monitored sites in the six sectors where before speeds were above 24 mph. Speeds reduced to below 20 mph at 12 of these sites.

5 Bristol City Council - 20mph speed limit pilot areas - monitoring report. March 2012. p.10
Within the ‘over 24 mph’ subset, the average speed (before implementation) exceeded 30 mph at 10 of the 32 sites, with an actual average of 33.8 mph. After the scheme was implemented, the average speed at 7 of the 10 sites had reduced to 22 mph; a speed reduction of 11.8 mph.

19 sites were found to still have average speeds between 24 mph and 29 mph after the scheme was implemented.

There were also increases of greater than 5 mph at 11 monitored sites, all of which had ‘Before’ average speeds of less than 22 mph, although the speeds remained below 24 mph for 9 of the sites.

However, two of the 11 sites had a recorded speed of above 24 mph. In all the six sectors, the number of sites with speeds of 30 mph or more (10 sites) was reduced to zero.

Qualitative surveys indicate that the scheme was generally supported by residents, although most of the respondents would like to see more enforcement of the 20 mph speed limits.

**CASE STUDY 2: Bristol**

20mph pilots in Inner South and Inner East Bristol have been delivered by Bristol City Council as part Cycling City Project and the Active Bristol programme.

They cover 500 roads and 30,000 households.

The aim was to encourage more walking, more cycling, and more independent mobility for children and elderly in the City, to reduce risk and severity of road casualties and to help create pleasant people-centred streets and public space.

Some of the key headline findings are as follows:

- 65% of roads saw a reduction in mean speeds
- 18 roads no longer saw average speeds above 24mph
- The average reduction in mean average speed across roads in the Inner South area was 1.4mph, and in the Inner East area was 0.9mph
- The mean average speed across all roads has dropped to 23mph and under between 7am and 7pm
- Increase in counts for walking range from a 10% to 36% increase
- Increase in counts for cycling range from a 4% to 37% increase
- Support for 20mph limits amongst pilot area residents is around 82%
- Around 70% support a citywide expansion of 20mph limits in residential areas
- Pedal cycle casualties in the Inner South area have fallen by 3 but remained constant in the Inner East
- Pedestrian casualties have remained constant in both areas.
- Around half of residents felt the limits were clearly signed.
- 35% of respondents from the main roads felt roads were safer following the 20mph limits being installed.
- 89% of residents supported 20 mph on all residential streets
- 56% of residents supported 20mph on main roads
Inner South Bristol 20mph pilot area

The Inner South Bristol 20 mph pilot area covers about 200 roads in the wards of Bedminster, Lawrence Hill, and Southville & Windmill Hill.

Change in Mean average Speed by Hour on 20mph Local Main Roads in Inner South Bristol

- Difference

![Graph showing change in mean average speed by hour on 20mph local main roads in Inner South Bristol.](image-url)
Inner East Bristol 20mph pilot

The Inner East Bristol 20 mph pilot area covers about 300 roads in the wards of Ashley, Easton, Eastville, Lawrence Hill & St George West

Change in Mean average Speed by Hour on 20mph Local Main Roads in Inner East Bristol

![Bar chart showing change in mean average speed by hour.](chart.png)
CASE STUDY 3: Cambridge

Cambridge City Council are proposing to reduce the speed limit on most residential and shopping streets in Cambridge to 20mph.

It is intended that the proposed new limit be enforced using signs and road markings only, without the need for new road humps. ‘A’ and ‘B’ roads are not included in the plans;

Initial surveys on the roads to be considered for the 20mph limit showed that a significant proportion already had mean speeds below 24mph.

The benefits proposed as part of the scheme include:

- providing road conditions that encourage and facilitate the take-up of active and sustainable transport modes, such as walking and cycling, with associated health and wellbeing benefits
- making it easier for pedestrians to cross roads, particularly for children or the elderly
- reducing the amount of road noise generated in residential areas
- improving traffic flow, as it flows more smoothly through junctions at lower speeds
- potentially reducing airborne pollution levels

The severity of injuries sustained as a result of road accidents can also be reduced when traffic travels slower. According to ROSPA, a pedestrian struck at 20mph has a 97% chance of survival; this falls to 80% at 30mph and 50% at 35mph.
CASE STUDY 4: St Albans

Hertfordshire County Council installed an area wide 20mph Zone in the cathedral Area of St Albans in 2012.

Speed Surveys were carried out on a number of roads, and those where it was considered likely that 85th percentile speeds would be in excess of the 24mph. This was to ensure that the trial met the requirements of the Hertfordshire Speed Management Strategy (March 2012).

DfT permission was gained to allow permit minimal additional physical measures on a small number of roads due to the nature of the road network with tight geometry and narrow roads.

Physical measures in the form of road narrowings, chicanes and road markings were installed in the roads where speeds were in excess of 24mph 85th percentile.

As part of the scheme consultation a perception survey was undertaken that will be repeated as part of the before and after survey. This is to help understand their general impression of safety in the zone and the likelihood of people walking and cycling more.

Initial results show that speeds have been reduced in roads with and without traffic calming features although the most significant reductions are in the roads where physical measures were introduced. The largest decrease was 7.8mph 85th %ile. The smallest increase was 0.1mph 85th %ile.

Two roads remain outside of the requirements with speeds in excess of 24mph 85%ile.

All of the roads in the zone had mean speeds of 24mph or less both prior and after the scheme being implemented.
St Albans 20mph area
Appendix 6 - Hertfordshire Constabulary Speed Enforcement Guide

Police speed enforcement activity will focus RPU resources on a “worst comes first basis” (Annually TMO’s prepare a draft list of potential speed enforcement locations based upon the preceding 3 yrs speed related injury RTC data).

Speed Enforcement Qualifying Criteria

1. Is there a problem?
Location must have experienced not less than one speed related injury collision, within 1km of the enforcement location, during the preceding three year period.

2. Is the site suitable for enforcement?
Location must provide sufficient visibility to enable an officer to form the opinion a vehicle is exceeding the speed limit, corroborate that belief with an approved speed enforcement device then safely stop and deal with the offender.

For the information of those people requesting safety cameras, traffic calming or other highway engineering.

Hertfordshire Constabulary records comprehensive details of all reported injury road traffic collisions. This data is shared with the highway authority and used to determine safety activity, including where fixed or mobile safety cameras, operated by the safety camera partnership are deployed.

All safety engineering measures should meet the qualifying criteria outlined within HCC Speed Management Strategy.

Static sites require not less than four KSI and mobile sites (vans) not less than 2 KSI collisions within the preceding 3 calendar year period in a 1km length.

KSI = Killed or seriously injured.
# CHANGE OF SPEED LIMIT

NOTE: This form should be used in conjunction with latest versions of the following documents:
- Traffic Signs Manual Chapter 3 (TSM3)
- Traffic Signs Regulation and General Directions (TSRGD)
- DfT Circular 01/2013 Setting Local Speed Limits (Circ 1/13)
- Hertfordshire Speed Management Strategy (SMS)

<table>
<thead>
<tr>
<th>PROPOSING OFFICERS DETAILS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SOURCE OF REQUEST</th>
</tr>
</thead>
<tbody>
<tr>
<td>Background and source of request (i.e. which UTP, Public or Member Request)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SITE DETAILS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road Number \ Name</td>
</tr>
<tr>
<td>From</td>
</tr>
<tr>
<td>Town</td>
</tr>
<tr>
<td>Police speed enforcement site</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SITE PLAN</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overview plan showing extents of speed limit, locations of speed surveys, etc.</td>
</tr>
</tbody>
</table>
## CHANGE OF SPEED LIMIT

### ENVIRONMENT DATA

<table>
<thead>
<tr>
<th>Classification</th>
<th>Environmental Characteristics</th>
<th>Layout / Geometry</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>Section</td>
<td>Road Class</td>
<td>Road Hierarchy</td>
<td>Existing Speed Limit</td>
</tr>
<tr>
<td></td>
<td>mph</td>
<td>Y/N</td>
<td>m</td>
</tr>
</tbody>
</table>

**Note:**

1. Road Class: **A**, **B**, **C** or **U**.
2. Road Hierarchy: **PRPD** - PR Primary Distributor, **PD** - Primary Distributor, **MD** - Main Distributor, **SD** - Secondary Distributor, **L1LA** - L1 Local Access, **L2LA** - L2 Local Access.
3. As defined by the “Hertfordshire Urban Area” published data set.
4. Land use / no. of properties.
5. Bends are sub standard curves for the appropriate design speed (TD9/93, 3.16).
   - e.g. For a 30mph speed limit with a design speed of 60kph the min radius without the elimination of Adverse Camber and Transitions is 520m (TD9/93 Table 3) and therefore any radius less 520m would constitute a bend.
6. Accesses inc. Junctions, lay-bys and commercial accesses (TD9/93, 1.4)
7. Distance from edge of carriageway to property boundary/vegetation.
8. List features e.g. traffic calming, crossing points, traffic signals, etc.
9. Observed levels of vulnerable users.

### SPEED LIMIT BASED ON ENVIRONMENT CRITERIA IN THE SPEED LIMIT FRAMEWORK

<table>
<thead>
<tr>
<th>Speed Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>20 mph</td>
</tr>
<tr>
<td>30 mph</td>
</tr>
<tr>
<td>40 mph</td>
</tr>
<tr>
<td>50 mph</td>
</tr>
<tr>
<td>60 mph</td>
</tr>
<tr>
<td>70 mph</td>
</tr>
</tbody>
</table>

### SPEED/VOLUME SURVEY DETAILS (All Traffic data must be less than 5 years old)

<table>
<thead>
<tr>
<th>Ref</th>
<th>Location</th>
<th>Survey Dates</th>
<th>Direction (e.g. northbound \ southbound)</th>
<th>Average Daily Traffic Volume (24hr)</th>
<th>Mean Speeds *</th>
<th>85th Percentile Speeds *</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td></td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>B</td>
<td></td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>2</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>C</td>
<td></td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>D</td>
<td></td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* - Average daily speeds taken in free flow conditions. (ignore congested periods e.g. peak hours)
### ACCIDENT DATA FOR ROAD SECTION

| No. of Speed Related KSI's | No. of Speed Related Slight accident |

### REVIEW OF EXISTING SPEED LIMIT SIGNAGE (TSRGD & TSM3, Section 14 Speed Limits)

#### ASSESSMENT

<table>
<thead>
<tr>
<th>Terminal Signs</th>
<th>Y/N</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Are the existing signs in a suitable location?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Does the signage layout comply with TSM3?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Are the signs the correct size?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TSM3, Table 14-1 &amp; 14-2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Do the signs have the required minimum clear visibility? TSM3, Table 14-3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Do the signs have the correct level of illumination? TSRGD Schedule 17</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Repeater Signs (TSM3, Table 14-4)

| Are the signs the correct size? |     |          |
| Are the signs correctly spaced? |     |          |
| Do the signs have the required minimum clear visibility? |     |          |

#### General

| Are the sign plates in a good condition? |     |          |
| Will vegetation growth obscure signs? |     |          |

### PROPOSED SPEED LIMIT

<table>
<thead>
<tr>
<th>Proposed Speed Limit (MPH)</th>
<th>Repeaters Signs Required</th>
<th>Mean Speeds</th>
<th>85&lt;sup&gt;th&lt;/sup&gt; percentile speed (ACPO)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Lit *1</td>
<td>Unlit</td>
<td>Maximum Speed</td>
</tr>
<tr>
<td>Maximum Speed Limit e.g.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>Y</td>
<td>N/A</td>
<td>25</td>
</tr>
<tr>
<td>20 ZONE</td>
<td>N</td>
<td>N/A</td>
<td>25</td>
</tr>
<tr>
<td>ADVIS 20</td>
<td>N</td>
<td>N/A</td>
<td>30</td>
</tr>
<tr>
<td>VAR 20</td>
<td>N</td>
<td>N/A</td>
<td>25</td>
</tr>
<tr>
<td>30</td>
<td>N</td>
<td>Y</td>
<td>30</td>
</tr>
<tr>
<td>40</td>
<td>Y</td>
<td>N</td>
<td>40</td>
</tr>
<tr>
<td>40 ZONE *2</td>
<td>Y</td>
<td>N</td>
<td>40</td>
</tr>
<tr>
<td>50</td>
<td>Y</td>
<td>N</td>
<td>50</td>
</tr>
<tr>
<td>60 Dual Carriageway</td>
<td>Y</td>
<td>N</td>
<td>60</td>
</tr>
<tr>
<td>National Speed Limit</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>60 Single Carriageway</td>
<td>Y</td>
<td>N</td>
<td>60</td>
</tr>
<tr>
<td>70 Dual Carriageway</td>
<td>Y</td>
<td>N</td>
<td>70</td>
</tr>
</tbody>
</table>

*1 - Lit means a road with a “system of street lighting” (TSM Chapter 3 Table 14-4 Note 1)
*2 – 40 Zones currently require special authorisation from DfT. (Circ 1/13, 130)
# CHANGE OF SPEED LIMIT

## DFT SPECIAL AUTHORISATION

<table>
<thead>
<tr>
<th>DfT Case No.</th>
<th>DfT Authorisation Ref</th>
</tr>
</thead>
<tbody>
<tr>
<td>e.g. 2241</td>
<td>e.g. GT50/055/0003</td>
</tr>
</tbody>
</table>

## STAKEHOLDER SUPPORT

- Police
- Fire and Rescue
- Ambulance
- Passenger Transport Unit
- Local Councillor
- County Councillor
- Parish Council
- HCC Highways Locality Manager
- HCC Speed Compliance Target Lead
- District / Borough Council
- Other
- Other
- Other
- Other
- Other

## OTHER FACTORS

Other factors that need to be considered  
E.g. Other schemes that are linked to proposals, maintenance schemes, etc.

## PROPOSALS

Attach plan of proposals

---

I hereby confirm that the proposals meet the requirements of the Hertfordshire Speed Management Strategy

WCS Designer / Proposing Officer

Name………………………………  Signature …………………………  Date ………………

WCS Project Manager / Proposing Officer’s Manager

Name………………………………  Signature …………………………  Date ………………
## Appendix 8 - Criteria for Safety Camera Site Selection and Implementation

<table>
<thead>
<tr>
<th>Rule</th>
<th>Fixed speed camera sites</th>
<th>Mobile speed camera sites</th>
<th>Routes</th>
<th>Red-light or combined red-light speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Site length requirement</td>
<td>Between 0.4 km and 1.5 km</td>
<td>Between 0.4 km and 1.5 km</td>
<td>Between 1.5 km and 10 km</td>
<td>From stop line to stop line in direction of travel</td>
</tr>
<tr>
<td>2 Number of fatal and serious collisions (KSI)</td>
<td>At least 4 KSI collisions per km in the baseline period.*</td>
<td>At least 2 KSI collisions per km in the baseline period.*</td>
<td>A minimum of 3 existing core sites within the length. OR Has at least 3 KSI collisions per km (average) in the baseline period.*</td>
<td>At least 1 KSI collisions within the junction in the baseline period.* Selection must be based upon a collision history of red-light running.</td>
</tr>
<tr>
<td>3 85th percentile speeds at proposed sites</td>
<td>Speed survey shows free-flow 85th percentile speed is at or above ACPO (Association of Chief Police Officers) enforcement threshold.</td>
<td>Not applicable</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4 Site conditions that are suitable for the type of enforcement equipment</td>
<td>Loading and unloading of the camera can take place safely.</td>
<td>Location for mobile enforcement is easily accessible and there is space for enforcement to take place in a visible, legal and safe manner.</td>
<td>The location of collisions in the baseline period will determine the length of the route.</td>
<td>Loading and unloading of the camera can take place safely.</td>
</tr>
<tr>
<td>5 Suitability of site for camera enforcement</td>
<td>The highway authority must undertake a site survey, demonstrating the following: a) that camera enforcement is the right solution. b) there is no other cost-effective engineering solution that is more appropriate. c) that the Traffic Regulation Order (where applicable) and signing are lawful and correct.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* The baseline period is the most recent 36-month period available when proposal is submitted, where the end date is within 12 months of the submission.
Hertfordshire - County of Opportunity

Our services include:

- Care for older people
- Libraries
- Support for schools, pupils and parents
- Fire and Rescue
- Fostering and adoption
- Support for people with disabilities
- Admission to schools
- Road maintenance and safety
- Protection for adults and children at risk
- Trading standards and consumer protection
- Household waste and recycling centres
- Support for carers

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www.hertsdirect.org
www.twitter.com/hertscce
www.facebook.com/hertsdirect

To find out who your County Councillor is and how to contact them, visit:
www.hertsdirect.org/councillors

You can access the internet for free at any Hertfordshire library.