

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 85th percentile speeds will be collected before and after a limit is implemented. If there is not a consistent relationship between the 85th 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
 - 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.
- C10 Speeds after implementation: Speeds will be measured within one year of

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. In these instances 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.