

Hertfordshire's Speed Management Strategy

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**Environment
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1. Introduction

1.1 There is often public demand for lower speed limits and measures to slow traffic, both in urban and rural areas, with a desire to increase general perceptions of safety particularly in residential areas. The speed which drivers choose has a significant impact on the comfort and safety of pedestrians, cyclists and other vulnerable road users, and the way that they make use of their local road environment. Fast moving traffic can also create severance to local communities. On the other hand inappropriately low speeds on main routes can reduce the efficiency of the network.

1.2 The link between speed and road collisions has been highlighted within Government strategies to reduce road casualties, particularly the numbers of people killed and seriously injured. In 2003 18% of collisions in Hertfordshire were speed related, involving exceeding the speed limit and travelling too fast for the conditions. The 2004 annual speed monitoring programme showed that 44% of vehicles were exceeding the limit in 30mph areas but nearly 43% of fatal collisions, involving travelling over the speed limit occurred on roads with a 30mph limit. Whilst exceeding the speed limit was a factor in only 7% of all collisions, it was more often a factor in killed and seriously injured accidents (KSI's) than in slights.

1.3 At the same time it is acknowledged that road congestion and resulting increases in journey times has an effect on the local economy. A speed management strategy therefore has to balance the need to ensure satisfactory flows of traffic on principal roads, whilst ensuring the safety of local roads for residents and non-motorised travellers. It is recognised that there may be roads in the County where speed limits are currently too low and it is important that suitable and realistic speed limits are used. Speed limits need to be realistic and logical to all users, otherwise they are unlikely to achieve their objectives.

1.4 In recognition of the need to pro-actively address speed issues in Hertfordshire, the County Council has developed this Speed Management Strategy. The strategy is a daughter document of the Hertfordshire Road Safety Plan and the Local Transport Plan (LTP). The strategy has been developed in consultation with the LTP User Group, Transport Panel and Hertfordshire Police. The County Council is responsible for setting speed limits but it is the Police who have responsibility for enforcing the limits and therefore in order to successfully manage speed in Hertfordshire the County Council will work closely with Hertfordshire Police. Hertfordshire Police are supportive of this strategy.

1.5 The strategy sets out objectives for speed management, a new policy for the establishment of speed limits within the County and a Speed Management Toolkit. The strategy will be applied through the existing programmes that are set out in the LTP. The aim of the speed management strategy is to provide a clear guide to assist in selection of the right speed limit for roads in the County and where lower speeds are needed, set out ways in which these might be achieved through the speed management toolkit.

2. Strategy Objectives

The Objectives of this strategy are:

1. To facilitate the safe and efficient movement of people (including pedestrians) and goods whilst protecting and enhancing quality of life within communities whilst minimising the effect on the local environment.
2. To achieve a consistent approach to setting speed limits based on the function and nature of the route.
3. To enable a consistent approach to the implementation of speed management tools.
4. To increase driver awareness of appropriate speed by ensuring a clear and logical approach to the setting of speed limits and speed management tools.

The speed management strategy contributes to the following LTP Objectives:

- To improve safety for all by giving the highest priority to minimising the number of collisions and injuries occurring as a result of the transport system
- To obtain the best use of the existing network through effective design, maintenance and management
- To minimise any adverse effect of the transport system on the built and natural environment and thereby improve personal health
- To ensure that the transport system contributes towards improving the efficiency of commerce and industry and the provision of sustainable economic development in appropriate locations

3. Speed Limits

3.1 Hertfordshire's approach to the application of speed limits must be consistent 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. Within the strategy an undertaking was made to develop a road hierarchy for both rural and urban areas to assist in the setting of appropriate speed limits. The hierarchy has not yet been published and the recently published three year review of the strategy re-affirmed the commitment to the development of a 'rural road hierarchy and associated speed management assessment framework'. The County Council would welcome such a framework, however in the absence of a national speed limit framework, a framework for Hertfordshire has been developed. If the DfT publishes a speed framework, it may be necessary to review this Speed Management Strategy.

3.2 The Hertfordshire framework is largely based on existing guidelines for the setting of speed limits and is intended to provide a general guide for speed limit selection. However there may be specific occasions when it is necessary to deviate from the framework.

3.3 Within any of the three tiers important considerations when classifying roads will be;

- Existing 85th percentile speeds and mean speeds
- The level of use by both motor vehicles and vulnerable users
- Any speed related collision history

Speed Limit Framework

This framework is intended to provide a guide to assist in speed limit selection. The table must be read in-conjunction with the 3.4 – 3.7 below.

Table 1

Speed Limit	Road Classification		
	Primary Routes	Main and Secondary Distributor	Local and Access Roads
70mph	Dual carriageways only	Dual carriageways only	-
60mph	High quality single carriageways	Good quality single carriageways	Open roads with very limited presence of vulnerable users and no or insignificant speed related collision history
50mph	Lower quality single carriageways and some dual carriageways in towns, or dual carriageways with multiple access points	Some single and dual carriageways in towns.	
40mph	Exceptional town or village with wide roads and good provision for vulnerable users	Lower quality roads with frequent access points and junctions	Between villages and open aspect roads
30mph	Towns and villages	Towns and villages	Towns, Villages and residential areas with adequate footways and presence of vulnerable users
20mph	-	Exceptional use in villages, town centres with restricted layouts and many vulnerable users.	Quiet Lanes if criteria in circular 05/99 (or any subsequent circular) are met. Town / Village centres without footways and narrow roads. Some residential areas and roads outside schools where there is a high level of vulnerable users. Access roads in new developments should be designed as 20mph. Home Zones

The definition of a village for the purposes of setting speed limits should be based on the following criteria relating to frontage development and distance:

- there must be 10 or more houses grouped together (or see guidance in replacement of circular 1/93); and
- a minimum length of 600 metres.

3.4 Primary Routes

For rural locations, acceptable speeds could be based on retention of current speed limits (70mph for dual carriageways, 60 mph for single, 30mph in villages). There may be locations where there are numerous access points on a dual carriageway where limits lower than 50mph could be considered and instances where roads in towns or villages where 40mph is more appropriate. In urban areas it may be necessary to review speed limits bearing in mind the nature of the road and the number of accesses, in some cases an increase in speed limits could be considered.

3.5 Main and Secondary Distributor Roads

Outside of built up areas there are likely to be a limited number of vulnerable road users and occasional access to properties such as farms rather than frequent access to residences. Within villages and built-up areas 30mph speed limits should generally be sought.

3.6 Rural and Urban Local Distributor and Access Roads

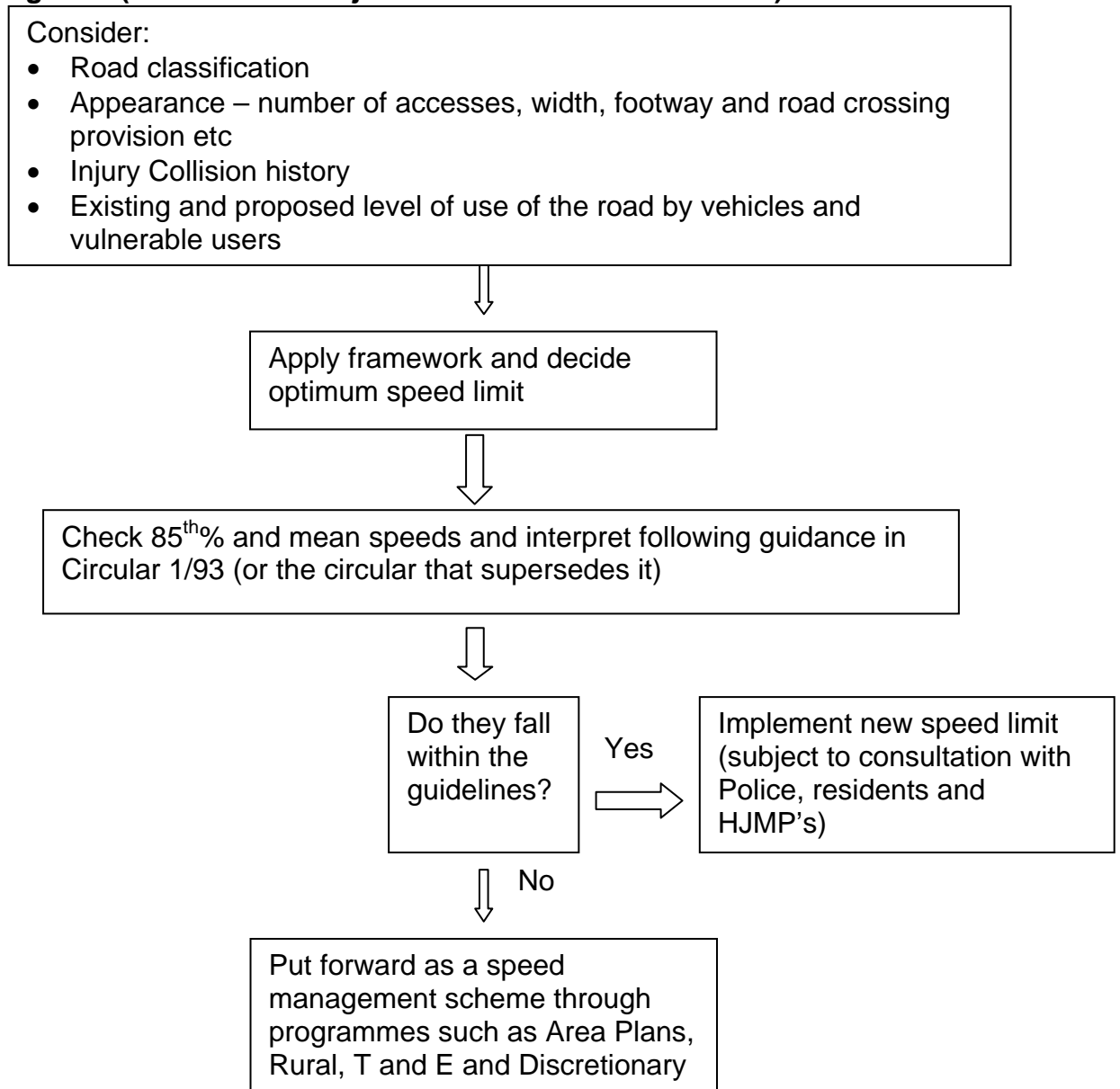
Local roads are roads that are primarily for access, particularly roads through towns and villages, often where vulnerable road users are to be expected, and where these users are not fully catered for by way of physical separation or protection. It is important that there are low speeds in these areas to improve quality of life and encourage walking and cycling.

3.7 Within built up areas maximum speeds should be 30mph. In particular cases, for example villages and town centres with restricted carriageway widths – these could be very low speed environments with a maximum of 20mph. However any 20mph zones / limits must be implemented following the advice in Circular 05/99 on 20mph speed limits. 20mph zones must be self-enforcing and as such traffic calming features may be required to slow speeds. When proposing a 20mph zone it is important that the local residents are supportive of the new limit. 20mph limits are more suited to roads with existing low speed where the placing of 20mph speed limit signs will provide an additional warning signal to drivers so that a small reduction in speed is likely. If new legislation is introduced to enable 20mph limits to be applied to Quiet Lanes, this should be pursued on any existing and proposed Quiet Lanes in Hertfordshire.

- When selecting speed limits the guidance given in Circular 1/93 (or any circular that supersedes 1/93) must be followed.
- Proposed speed limits must be supported by the police. If the police are not supportive of a proposal it should be reconsidered and the Police should be involved in this process.

The framework should be applied in the following way:

Figure 1 (to be read in conjunction with sections 3.4 – 3.7)



3.8 For some time new legislation regarding the application of speed limits has been expected. This may include legislation to enable Quiet Lanes to be designated as 20mph limits and for de-restricted limits on rural roads to be reduced to 50mph. If forthcoming, this legislation would be welcomed.

3.10 Speed Limit Review

It is planned that speed limits will be reviewed through existing programmes. A review of the speed limits in an area will be undertaken as part of the development and implementation of an Area Plan. There is a rolling programme of Area Plan development and implementation.

3.11 Variable Speed Limits

Variable Speed Limits have not yet been used in Hertfordshire. In Scotland they are being used extensively on roads outside schools enabling a 20mph speed limit to be used whilst children are arriving at, and leaving school. Currently this approach is not generally permitted in England. The County Council is keen to carry out a trial of this approach and, if a suitable site is found, will pursue an application for the special authorisation to use the signs that would be required.

4. Speed Management Toolkit

There are a number of tools that have been used in Hertfordshire to reduce speed. When considering speed limits it is important that the appearance of the road sends a clear message to the driver about the speed limit. It is the appearance of the road environment that has the biggest impact on the speed that a driver will choose. Making the road environment look like the appropriate speed limit it should have is probably the most effective tool that can be used to manage speed. This is most easily done when designing new roads and the 'Roads in Hertfordshire' design guide gives specific guidance on this.

Roads can also be 'retro-fitted' with traffic calming features involving kerb re-alignment, narrowings and possibly shared surfaces to change the appearance of a road. These measures can be costly and other tools such as signing and road surface changes can also help reduce speeds, whilst less expensive to install. As well as being expensive to install, traffic calming features can require a greater amount of maintenance and when introducing any measures outlined in this toolkit it will be important for designers to consider the future maintenance costs of any new features.

When considering the implementation of any traffic calming features, the character of the local area and the visual impact of the features should be carefully considered.

4.1 Signing Speed Limits

The clear signing of speed limit changes is of great importance. The location of the signs needs to be carefully considered to ensure that drivers can clearly see the signs and that they will not be obstructed by vegetation or parked vehicles. The start of the speed limit must be obvious and appear sensible to the driver.

All speed limit signing must comply with the advice in Circular Roads 1/93 and be in accordance with the Traffic Signs Regulations and General Directions 2002. The use of repeater signs must also comply with the Traffic Signs Regulations and General Directions 2002 and follow the guidance in Traffic Advisory Leaflet 1/95. Appropriate vegetation clearance shall be undertaken as part of the scheme implementation.

4.2 Road Markings

Road markings and coloured surfacing can be used to highlight speed limit changes and hazards. When considering coloured surfacing or road markings the future maintenance implications and costs must be considered. On narrow roads the removal of the centre line can help promote speed reduction.

4.3 Roundel road markings

Speed roundels can only be used in a limited number of circumstances to highlight the speed limit to drivers.

Benefits

- They can provide drivers with an additional reminder of the speed limit and can help highlight speed limit changes
- Low cost

Possible Disadvantages

- Not highly effective at reducing speeds, unless used with other features
- Other measures might be needed to maintain speed reduction
- Cannot be used as a 'repeater' within lit 30mph areas

Monitoring has found that roundels can be effective at reducing speeds by around 3mph in 40mph limits, but no significant reductions were observed with the use of 30mph roundels. It is therefore not recommended to use roundels (except at gateways or the entrance to the speed limit) in 30mph areas and when any roundels are used that must be implemented in accordance with the Traffic Signs Regulations and General Directions 2002.

4.4 Rippled / Rumble Surfacing

The main benefit of rippled or rumble surfacing is that it creates an audible warning for drivers, which can be effective in short sections on the approach to a hazard or change of speed limit. However, it is unlikely to affect speeds greatly unless this surfacing is used as part of a package of measures and this, coupled with the fact that it can cause a noise nuisance for those living nearby, means that it should be implemented with care. A new surface called 'Rippleprint' has recently been developed that reduces the noise outside of the vehicle, but is still audible to the driver. To date this surface has not yet been used in Hertfordshire, but the County Council is keen to undertake a pilot if a suitable site is found. Any pilot of this surface would require proper evaluation of the effect on speeds and also the perception of local residents.

4.5 Vehicle Activated Signs

Following a successful pilot of Vehicle Activated (VA) signs, there are now over 50 signs at various locations within the County. The pilot found that the signs led to a reduction in speeds of around 2 or 3mph. The DfT has published a Traffic Advisory Leaflet on VA signs and the advice given in the

leaflet should be followed by designers when considering the implementation of VA signs.

The signs are often seen as an effective, relatively unobtrusive and inexpensive way of reducing vehicle speeds in areas where speeding is a safety or environmental problem. One of the advantages of VA signs is that they are unusual and different to ordinary static signs. This may add to their traffic calming effect and a concern is that the proliferation of VA signs may lead to a reduction in their effectiveness.

VA signs can display a variety of messages, showing speed limits as well as other warnings. They can also be accompanied by the words 'Slow Down'. Traffic Advisory Leaflet 1/03 provides guidance on the permitted displays.

The following policy has been developed to guide designers when considering the implementation of VA signs:

1. At least 3 personal injury collisions have been reported within 1km of the proposed site of the sign within the last 3 years, some or all of which should be attributed to speed.
2. When considering a speed limit sign, existing 85th percentile speeds must be at least 20% above the speed limit or 7mph, whichever is greater (e.g. 37mph in a 30mph limit, 48mph in a 40mph limit)
3. Before considering the use of a VA sign, the signing and lining on a route should be reviewed. VA signs should not be deployed unless it is clear that fixed signing cannot remedy the problem.
4. The signs should generally be considered as part of a package of measures rather than in isolation.
5. In general terms the signs are most effective in rural locations and therefore the use of the signs in urban areas should be very carefully considered.
6. VA signs should not be relied upon to reduce speeds greatly. Generally a 2 / 3 mph reduction can be expected.
7. Following the installation of a sign it must be added to the signs inventory and the maintenance agreement.
8. A six monthly cycle of sign cleaning and foliage management will need to be established.
9. Following the installation of the sign, after monitoring should be undertaken to ensure that the sign has met its objectives. If it has not then the scheme should be reviewed and possible removal of the sign or other alterations should be considered to solve the problem.

In some circumstances sites may be considered which do not fulfil the above criteria. In these circumstances a report on the site with justification should be presented to the County Council Development Control Committee for their approval to over-ride the policy.

When considering installing a VA sign the future maintenance costs must be considered. The signs will have a finite life and therefore the renewal cost needs to be sought. If a sign is partly or wholly funded by a third party, the need for a commuted sum to be paid to cover the future maintenance costs of the sign should be considered. This approach requires further investigation and it is intended that it be trialled if a suitable case is found.

4.6 Safety Cameras

The Hertfordshire Safety Camera Partnership was set up in October 2002 and manages the whole safety camera enforcement scheme in the county. It followed a successful pilot carried out in 8 forces in the UK which revealed a significant decrease in the number of people killed or seriously injured at camera sites.

The partnership in Hertfordshire is between Hertfordshire County Council, Hertfordshire Constabulary and the Her Majesty's Courts Service. The Highways Agency has also become a partner recently.

The criteria for placing a fixed site camera is that there must have been at least four collisions involving death or serious injury over the previous three years, and at least four other collisions involving injury, over a specified length of road. The criteria for mobile cameras is half that figure.

Revenue from fixed penalties generated by safety cameras can be used to finance their operation. Any surplus is retained by the Department for Constitutional Affairs (formerly the Lord Chancellor's Department).

For the year 2003/4, there was a significant reduction in the number of people killed and seriously injured on the roads of Hertfordshire, compared to 2002/3. Whilst this cannot be attributed to the camera partnership alone, it certainly played a significant part. Data collected at the safety camera sites indicates a reduction in KSI's at the sites of approximately 44%. At present, Hertfordshire is on target to achieve the Government objective of reducing the number of people killed or seriously injured on the roads by 40% by 2010.

There may be locations where VA signs and safety cameras can be located together as part of a speed reduction scheme.

Requests for safety camera enforcement must be directed through the safety camera partnership.

4.7 Community Speed Watch

Hertfordshire Constabulary is currently working with two villages on a pilot project called 'Community Speed Watch'. Following complaints from the communities about speed problems the Police have been working with the two villages to enable the residents to pro-actively address the speed problems. One of the communities has purchased a speed radar gun and after training from the Police, residents have been carrying out their own speed checks. The number plates of those vehicles exceeding the enforcement threshold are recorded and passed on to the Police. The Police then write to the registered keeper of the vehicle and inform them that their vehicle was observed breaking the speed limit. If the same vehicle is observed on other occasions the Police write to them again and following this they will follow up with an enforcement visit to the site. The other village involved in the pilot is doing a similar thing but using a portable VA sign which detects speeding vehicles and flashes up the speed at which they are travelling, this is also recorded and passed on to the Police.

The Police will review the pilot and if considered successful, they may offer the opportunity to other communities. The County Council is interested to find out how successful the pilot is and following the results of the pilot may wish to consider if and how Community Speed Watch could have a place within the strategy.

4.8 Horizontal Deflection Traffic Calming

Horizontal deflection traffic calming features can be used to reduce speed. Often schemes include a variety of different measures to achieve an overall speed reducing effect. Because these features alter the road width and alignment, designers need to be mindful of the needs of different users (such as cyclists, motorcyclists and large vehicles) and ensure that they are not disadvantaged by any features.

4.8.1 Carriageway Narrowing

The carriageway can be narrowed by build outs from the kerbside or central refuges and islands. When a carriageway is narrow the driver's perception of what is a safe speed is affected and narrower carriageways are also easier for pedestrians to cross. The main drawback of carriageway narrowing is that cyclists can become vulnerable and designers need to consider how to cater for the needs of cyclists in such schemes. Narrowing can also cause problems for large vehicles particularly farm machinery and thus when designing a scheme which uses narrowings, consultation must take place with both the National Farmers Union and / or local farmers and local Cycling Groups.

4.8.2 Chicanes

Chicanes are road narrowings located on either side of the road; they slow traffic by forcing one stream to give way to the other and by deflecting

vehicles through the narrowing. They require a balanced traffic flow to be effective.

The benefits and disadvantages are similar to road narrowings, although chicanes are likely to affect on-street parking to a greater extent and there is concern that driver's race to get to the chicane, before a vehicle can enter from the other end.

TRL research assessing chicane schemes concluded that mean speeds at the features were about 9mph higher than at 75mm speed humps, however they found that chicanes were generally used in locations with higher before speed than road hump schemes.

Chicanes can present difficulties for cyclists, as they may feel 'squeezed', however cycle bypasses can help to alleviate this, although cycle bypasses can be a maintenance problem as detritus can accumulate in them, maintenance of the bypasses should therefore be a consideration in the design phase.

4.8.3 Mini Roundabouts

Mini roundabouts are often used within traffic calming schemes with other measures.

Benefits:

- Slows down traffic
- Can ease congestion
- Relatively low cost
- Helps safe exit from minor roads
- Useful traffic calming entry feature

Possible disadvantages:

- Can generate traffic conflicts
- Minimal provision for pedestrians
- Generally not suitable for four armed junctions
- Reliance on road markings which may fade
- Can be difficult for buses and cyclists to negotiate
- Can alter priorities of road hierarchy

4.9 Vertical Deflection Traffic Calming

Vertical features such as speed humps, speed tables and speed cushions are an effective, efficient, permanent and cost effective way of reducing speeds. The speed reducing effect can have a very positive impact on the local community and safety improvements for both pedestrians and cyclists. This can help to make more people choose these alternative modes. However, road humps can cause problems for buses by creating a less comfortable ride for drivers and passengers as well as increasing journey times. There are currently many traffic calming schemes in the county which successfully

reduce vehicle speeds through the use of road humps and whilst the benefits are clear, care must be taken to ensure that the viability of bus services is not threatened in the future by the installation of speed hump schemes.

4.9.1 Types of Vertical Features

There are many different types of vertical features that have been used in Hertfordshire. Flat topped humps are commonly used in residential areas to slow speeds and reduce severance, they provide additional benefits to round topped humps in that they can provide a flat crossing area for pedestrians. The maximum permitted height of a vertical feature is 100mm, however 75mm is desirable as research has shown the speed reducing effect is similar but less discomfort is experienced by users.

Junction tables provide similar benefits to flat topped humps but help reduce vehicle speeds on all approaches to a junction.

Speed Cushions provide a more bus friendly type of vertical feature, potentially providing a more comfortable ride for bus passengers. The wheels of larger vehicles can straddle the cushions but the smaller vehicles still experience the traffic calming effect. Speed cushions are effective at reducing speed, however not generally to the same degree as humps. They are also relatively low cost. However their disadvantages are that parking adjacent to the cushions can obstruct them which leads to large vehicles having to travel over the cushions.

The design of vertical features has improved over recent years and there are now a variety of styles and types of feature that can be used. It is important that these innovations continue to develop in Hertfordshire. In Hertfordshire bus friendly 'H' humps have been implemented on one scheme and these could be used elsewhere in the future.

Humps with a sinusoidal profile are another innovative design and are more comfortable for cyclists and car drivers. TRL research on sinusoidal humps found that speed and collision reduction was similar to that achieved with round-topped and flat-topped humps, however it concluded that further research was required. The sinusoidal profile has not yet been used in Hertfordshire and can hopefully be tried out on a scheme in the future.

A recent innovation is the Dunlop Transcalm road hump. These rubber humps deflate to provide a smooth ride for those vehicles that travel over them within the threshold speed. To date these humps have only been used in one location in London. The development of these humps will be monitored and if appropriate they could be considered in the future.

4.9.2 Location of Vertical Features

Vertical features will not normally be permitted on:

- Primary and Main Distributor routes except in exceptional circumstances
- Key Emergency Routes to Hospitals

Vertical features should also be avoided on bus routes for the reasons outlined in section 4.9. At an early stage in the design process the designer will need to establish whether or not buses use the corridor. Refer to the PTU Quality Infrastructure Design Guide.

- The introduction of vertical features should generally be avoided on heavily used bus corridors. This can be defined as a road where bus flows are in excess of 1 bus per hour during the normal working day. Prior to considering vertical features on other bus routes, other measures should first be considered.
- When considering any traffic calming features on a bus route the bus companies operating the routes and the Passenger Transport Unit must be actively consulted at an early stage.
- If no other suitable solutions can be found to reduce speeds, the nature and level of bus use must be carefully considered and balanced against the need for, and objectives of the speed reduction scheme.
- If vertical features are to be implemented on bus routes they should be the last resort and will need to be carefully designed to ensure they are as bus friendly as possible.
 - If road humps are used they should be long flat top humps (6m on top), no higher than 75mm with ramp gradients no steeper than 1:20
 - The use of speed cushions and H and S humps should be considered in preference to conventional road humps.
 - If speed cushions are implemented, they must be carefully designed to ensure that they are cycle friendly and they must not be obstructed by parked vehicles as this can prevent buses from aligning correctly with the cushions. Parking restrictions may be required to help ensure the cushions are not obstructed.
 - Features must to placed at least 25m away from any bus stop.
 - Schemes should be designed to accommodate 12m buses as a minimum regardless of the vehicle that is currently used on the route.
- In certain areas such as bus stations, it may be desirable to offer greater benefits to pedestrian movement through the use of raised tables. These are still classified as road humps, although ramp gradients may be flatter than 1:20, as they are not always being used to control speed.

At an early stage in the design process of a scheme, the designer must actively consult the emergency services to ensure that the scheme will not significantly effect response times (also see section 4.11).

4.9.3 Design of Vertical Features

All vertical features must be implemented in accordance with The Highways (Road Hump) Regulations 1999 or any subsequent amendments, or have special authorisation obtained from the DfT.

When designing a scheme which includes vertical features the designer must consider amongst other things the following:

- Drainage

- Ramp gradients
- Materials and construction techniques
- Spacing
- Ease and safety of use for cyclists, motorcyclists and pedestrians
- Future maintenance of the features

When considering ramp gradients, gradients of between 1:10 and 1:15 are generally effective and acceptable, however on bus routes gradients should be no steeper than 1:20.

Standard details for the construction of vertical features are currently being developed.

Designers should follow the current best practice advice when designing schemes.

4.9.4 Audit of speed hump schemes

Many schemes using vertical features have been implemented in the County and a number of the older schemes include measures that were designed following old design standards. Some of these schemes might benefit from being altered and updated. As part of the maintenance cycle for these roads it is intended that an audit of traffic calming be undertaken and that if improvements or modifications are required, these can be carried out at the same time as maintenance work.

4.10 Home Zones

Home Zones are a relatively new idea and to date two have been built in Hertfordshire. Home Zones are more than just areas with slow speeds, they are intended to be areas where the street is given back to the community and priority is given to other users with the car taking a less dominant role. In order to create a truly effective Home Zone, any project must have a strong sense of community ownership. The most successful Home Zones are those that have been introduced following considerable initiative from the local community and its representatives rather than from the lead of the highway authority. As Home Zones are as much about regeneration and environmental improvement as traffic engineering they should be taken forward in close partnership with other agencies such as the District or Borough Council. Home Zones are expensive and time consuming to implement and when considering implementing a scheme it will be necessary to weigh up the likely costs and benefits. The development of further Home Zone schemes could be considered if there are suitable locations and other agencies are keen to be involved.

The County Council is also keen to encourage home zone style design in new housing developments.

4.11 Public Consultation on traffic calming schemes

When developing any proposals for traffic calming, proactive public consultation is required as a good level of public acceptance of the proposals is always needed. As well as statutory consultees and local residents other stakeholder groups, such as the Cyclists Touring Club, should be consulted and also the local bus operators. It will also be important to keep the local County and District Councillors well informed of and consulted upon the proposals from an early stage.

5. Driver Awareness

This strategy has already mentioned the need for drivers/riders to understand why specific speed limits have been set and that engineering the appearance of the road can affect the speed chosen by a driver. Enforcement is another way to encourage appropriate speeds and to reduce the number of road casualties, particularly those who are killed or seriously injured.

The County Council is keen to offer Speed Awareness courses, on behalf of the Constabulary, as an educational option for drivers, when the national scheme is launched. The effectiveness of re-education courses has already been proven and it is expected that speed awareness courses will achieve similar results.

The County Council will continue to raise awareness of the dangers of inappropriate speeds through the DfT THINK! Campaign, and other regional and local campaigns.

6. Development and review of the strategy

It is expected that a new Circular on speed limits will be published in 2005 to replace circular 1/93 and depending on the contents of the circular it may be necessary to review this strategy. In any case new guidance, research and speed management tools are likely to emerge in the future and therefore the strategy will need to be reviewed and updated to remain current.

The success of delivery of the strategy will also need to be monitored. It is anticipated that the strategy should be reviewed and if necessary updated every 2 years.

Glossary of terms

KSI - Killed and Seriously Injured

85th percentile speed – the speed at or below which 85% of vehicles are travelling.

References

Department of Transport – Circular Roads 1/93

DETR - Circular Road 05/99

DETR - Tomorrow's Roads – Safer for Everyone, March 2000

Traffic Signs Regulations and General Directions 2002

HCC - Roads in Hertfordshire Design Guide

The Highways (Road Hump) Regulations 1999

HCC Passenger Transport Unit – Quality Infrastructure Design Guide.