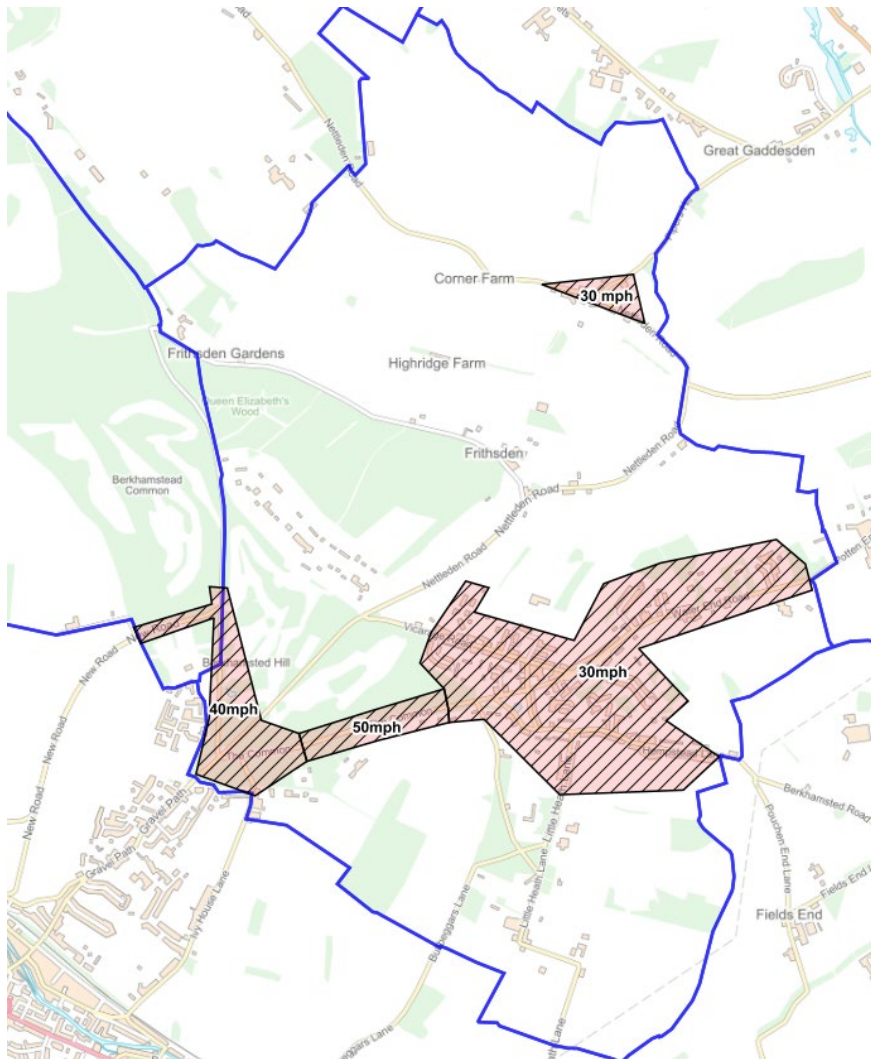


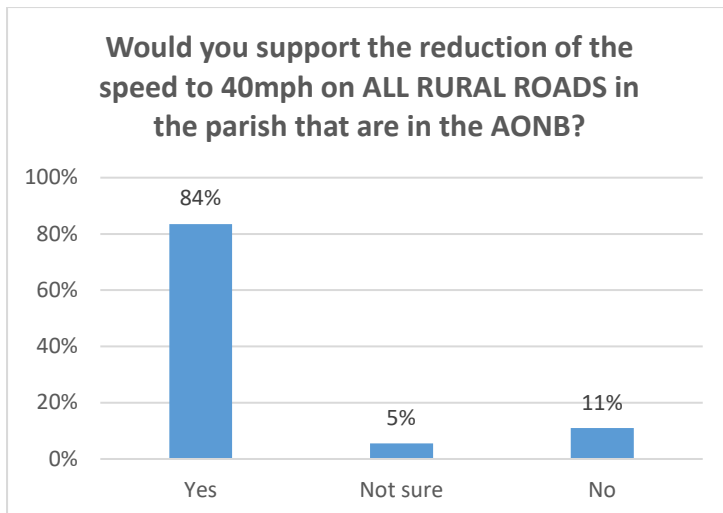
<b>Council meeting:</b>	15 <sup>th</sup> March 2024	<b>Agenda item:</b>	24/037.c
<b>Agenda item:</b>	Upcoming road works		

## Background

The question of seeking a change in the national speed limit from 60mph to 40mph in some or all of the parish not covered by set speed limits (see below) has been raised on several occasions, most recently November 2023 (23/131.c).



In the Highways survey undertaken by the Parish Council in 2021 and in answer to the question “would you support the reduction of the speed to 40mph on all rural roads in the parish that are in the AONB?” (which would be all the roads in the parish without a set speed limit), the answer was



The total number of respondents to that survey was 165 representing 27% of households or 13% of electors.

### Policy

Speed Limits in the County are set by Hertfordshire Highways and their policy is outlined in the [Speed Management Strategy](#). Hertfordshire’s policy on changing speed limits is that both mean and 85th percentile speeds should be used as the basis for determining local speed limits and that for roads with a current limit of 60mph it would require mean speeds of 60mph and 85<sup>th</sup> percentile speeds of 68mph to establish a need for the speed limit to be changed.

We have limited speed surveys outside the 30mph areas and along The Common, but the one we do have from the junction of Nettleden Road with Frithsden Lane in 2023 shows mean speeds of 37.5 mph and 85<sup>th</sup> percentile speeds of 43.5 mph which are not close to triggering a review.

In addition, it is Highways policy that:

*“We won’t put up speed limit signs alone and expect a significant behaviour change”.*

In other words even if the speeds were sufficient to trigger a review, it would be Highways policy that reducing the speed limit by itself without engineering a change in the road would have no impact on speeds. This would have a significant impact on the cost reducing the speed limit, which would also have to include the cost of new signage.

It’s not the purpose of this paper to challenge whether the 2023 speed data from Nettleden Road was flawed or whether Highways policy is correct, but were we to proceed with a request for the speed limits to be reduced it would be viewed by Highways against that background.

### Way forward

Fundamentally this is a political issue and the way forward would be to express the community’s concern via an e-petition to County, but it would need to have the positive support of significantly more than the 13% of electors who responded to the Highways Survey. This is only likely to be achieved through a campaign of knocking on people’s doors to obtain their support, and the Council doesn’t have the bandwidth to engage in such an exercise. Unless other members of the community are willing to undertake the work it is proposed that this is not taken forward.

