

20s Plenty for St Albans District is a broad-based group campaigning for 20mph to be the default speed limit across urban areas and built-up village streets in St Albans and neighbouring communities.

We believe its time has come!



Our response to Hertfordshire County Council's (HCC) Speed Management Strategy (SMS), Consultation Draft, July 2020.

Encouraging cycling and walking as a response to Covid-19

- HCC ignores the significant increase in walking and cycling that occurred during lockdown. **People want their streets back** to walk, cycle and play in safely.
- The SMS will discourage cycling and walking by not addressing excess speed in built up areas. Where 20mph speed limits are broken, those limits can be increased. **Drivers set the speed limit.**
- The SMS does not encourage cycling and walking to improve physical health and mental well-being. Under the proposals **20mph Areas will be small, disjointed and crossed by faster roads.**
- Elsewhere in the UK whole towns are adopting 20 mph as their default. **What's stopping HCC?**
- People spend more in the high street when they walk and cycle to get there. The high street needed a boost even before Covid-19. **The SMS does not help local businesses.**

Decarbonisation of transport

- Transport must be decarbonised to tackle the Climate Emergency. The Government wants to make cycling and walking the natural choice for all shorter journeys, but the SMS will hinder this. **The Strategy will embed the status quo - a missed opportunity.**

Absence of a whole-town approach to 20mph Areas

- HCC's approach to 20mph Areas is **a piecemeal and road-by-road approach.**
- HCC's policy is that any road with a current measured speed greater than 25mph will not qualify for a 20mph limit (without incurring significant expense) even within a 20mph Area. These roads will probably remain at 30mph with others at 20. **Evidence shows that this does not work.**
- This approach costs more, discourages cycling and walking and confuses drivers. This is poor value for your money. **A lose-lose-lose situation.**

<p>Our Recommendations</p>	<ul style="list-style-type: none">▪ Comprehensively update the SMS to reflect new realities▪ Develop a plan for whole-town 20mph Areas▪ Be more pragmatic about including streets with slightly faster speeds▪ Think creatively about signage, public information and enforcement
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What can you do next?

- Contact 20sPlentyforStAlbansDistrict at stalbans@20splentyforus.org.uk to give your support to our consultation response. Give your name and organisation's logo. **Do this by 14 September 2020. See also: twitter: and Facebook:**
- Use our pre-prepared message to write to your Herts Councillor. It's easy and only takes a minute. Use: <https://bit.ly/3iW5Cbh>

Annex: Summary of Hertfordshire County Council Speed Management Strategy, Consultation Draft, July 2020

Hertfordshire County Council (HCC) is currently consulting on a new Speed Management Strategy (SMS); the consultation closes on 16 September 2020. The SMS is a support document to the Local Transport Plan. Its stated purpose is to set out an approach to the setting of speed limits based on the function and nature of the route.

This summary of the SMS, prepared by 20sPlenty for St Albans District, relates only to proposals on 20mph Areas.

The consultation states, “speed limits should encourage self-compliance by motorists” and the approach adopted is that self-compliance will occur when “the speed limit for any road is in keeping with its environment”.

The SMS adopts a place and movement approach that classifies all roads in Hertfordshire according to its function and use into 9 categories. Some examples are: high street, predominantly residential, rural lane, major A road.

In respect of proposals for 20mph Areas the SMS states:

- Where a request is made for a 20mph Area, speed data will be collected on a sample of roads within the proposed area. An assessment is also made to determine whether the “the environment...is appropriate”.
- HCC will only consider a proposed 20mph Area to be self-enforcing with signage only where the measured average speed is 25mph or lower prior to implementation.
- Where the measured average speed for any road exceeds 25mph, the SMS states that it would not be suitable for inclusion in a 20mph Area unless further traffic calming measures were introduced, such as speed humps or pinch points.
- Any such road therefore, considered to be an integral part of a 20mph Area, might retain its 30mph limit even if adjacent roads’ speed limits are reduced to 20mph.
- The SMS assumes that new 20mph Areas will receive little or no police enforcement.
- In relation to new schools or significant changes to existing school facilities 20mph limits would be the default position. The SMS also states that the design of new residential developments should encourage motorists to drive at 20mph or less.

The SMS recognises its role in enhancing the quality and vitality of town centres; reducing carbon emissions; and making journeys and their impact safer and healthier. However, these objectives are not part of the evaluation process in relation to new 20mph Area proposals.

The piecemeal approach proposed in relation to measuring individual street speed rather than evaluating a proposal holistically means that the overall potential benefits of a 20mph Area to a community are ignored.

The full consultation document can be found at: <https://www.hertfordshire.gov.uk/about-the-council/consultations/transport-and-highways/speed-strategy-2020.aspx#>