

**For General Release**

<b>REPORT TO:</b>	<b>CABINET 20 January 2014</b>
<b>AGENDA ITEM:</b>	<b>10</b>
<b>SUBJECT:</b>	<i>Pilot 20mph Speed Limits by Schools</i>
<b>LEAD OFFICER:</b>	<b>Paul Greenhalgh Executive Director CFL / Tony Brooks Director Environment</b>
<b>CABINET MEMBER:</b>	<i>Councillor Tim Pollard - Deputy Leader (Communications) and Cabinet Member for Children, Families &amp; Learning Councillor Phil Thomas - Highways &amp; Environmental Services</i>
<b>WARDS:</b>	<b>Addiscombe, Ashburton, Coulsdon West, Fieldway, Waddon, Woodside</b>
<b>CORPORATE PRIORITY/POLICY CONTEXT:</b>	
<ul style="list-style-type: none"> <li>• ~ Sustainable City: Facilitating a modal shift to sustainable transport</li> <li>• ~ Connected City: Electric vehicles, cycling and walking facilities</li> <li>• ~ Caring City: Improving health and wellbeing.</li> </ul>	

<b>FINANCIAL IMPACT</b>
£200,000 is available from TfL in 2014/15 with which to implement the recommendations. Implementation will result in an additional on-going management and maintenance requirement. . It is proposed that this be met from future years' Local Implementation Plan (LIP) funding. However, only LIP funding amounts for 2014/15 are fully confirmed at this stage
<b>KEY DECISION REFERENCE NO.:</b> This is not a key decision

The Leader of the Council has delegated to the Cabinet the power to make the decisions set out in the recommendations below

## **1. RECOMMENDATIONS**

Agree that the 2014/15 'Speed Management in the Vicinity of Schools' LIP funding provided by TfL be employed to introduce a pilot 20mph speed limit to the following roads, where the schools detailed in paragraph 3.6 are located:

- Cherry Orchard Road
- Chipstead Valley Road
- Pampisford Road
- The Glade
- Birchanger Road
- King Henry's Drive

1.2 Agree that, following preliminary design, cost estimation and consultation with the schools at the above locations regarding the proposal, the Director of Environment be authorised to add or remove roads from the above list where he considers it appropriate.

1.3 Note a variety of supporting measures such as variable message signing and further features to aid compliance and effectiveness will also be trialled.

1.4 Agree that the Director of Environment be authorised to issue the necessary public notices and, subject to receiving no material objections, proceed to make the necessary traffic management orders to implement the speed limit.

1.5 Note that if material objections are received then they will be referred to the next available meeting of the Traffic Management Cabinet Committee for consideration.

## **2. EXECUTIVE SUMMARY**

2.1 The report recommends that 20mph speed limits applying at certain times of day associated with school entry and exit times be introduced on roads in the vicinity of certain schools. It is proposed that these limits be indicated by variable signing and that additional / supporting features be investigated and delivered as part of the implementation of the speed limit schemes and employing the same funding.

### **3. 20 MPH LIMIT IN THE VICINITY OF SCHOOLS**

- 3.1 Last year the Department for Transport issued Circular 01/2013 “Setting local speed limits”. It advises local authorities to keep speed limits under review with changing circumstances, and to consider the use of 20 mph schemes for residential streets and other town and city streets with high pedestrian and cyclist movement. The Circular reports that there is clear evidence of the effect of reducing traffic speeds on the reduction of collisions and casualties and the greater chance of survival of pedestrians in collisions at lower speeds. It lists some of the benefits of 20 mph schemes including quality of life and community benefits, and encouragement of walking and cycling making a positive contribution to improving health and tackling obesity, improving accessibility and tackling congestion, and improving the local environment.
- 3.2 The circular explains the difference between 20mph zones and 20mph limits. 20 mph zones require traffic calming measures (e.g. speed humps, chicanes) or repeater speed limit signing and/or roundel road markings at regular intervals. Zones usually cover a number of roads. 20 mph limits are signed with terminal and at least one repeater sign, and do not require traffic calming. 20 mph limits are similar to other local speed limits and normally apply to individual or small numbers of roads but are increasingly being applied to larger areas. The circular advises that traffic authorities have powers to introduce 20 mph speed limits that apply only at certain times of day. It explains that:
- 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.
  - variable message signs are available to indicate these limits; and
  - the Secretary of State has authorised each traffic authority to place advisory part-time 20mph limit signs with flashing school warning lights.
- 3.3 The Circular also explains that ‘Successful 20 mph zones and 20 mph speed limits are generally self-enforcing, i.e. the existing conditions of the road together with measures such as traffic calming or signing, publicity and information as part of the scheme, lead to a mean traffic speed compliant with the speed limit. To achieve compliance there should be no expectation on the police to provide additional enforcement beyond their routine activity, unless this has been explicitly agreed’.
- 3.4 At its meeting on 30 September 2013, Cabinet agreed (Min A92/13) transport investment proposals to be submitted to TfL in order to release 2014/15 LIP funding. One of those proposals was for £200,000 for speed management in the vicinity of schools. In December 2013 the London Mayor/TfL confirmed the LIP funding to be provided to Croydon Council in 2014/15 including that for speed management in the vicinity of schools.
- 3.5 It is recommended that the 2014/15 Speed Management in the Vicinity of Schools LIP funding be employed to pilot the application of 20mph speed limits applying for only certain times of day by a number of Croydon schools, with variable message signing and possible further features to aid compliance and effectiveness and to further help walking to the schools.

3.6 Officers have principally looked at traffic and related issues raised by schools in School Travel Plans and considered which might be addressed by the application of variable speed limits with associated measures. The recommended sites and potential beneficiary schools are:

<b>School</b>	<b>Road Name</b>
Ark Oval	Cherry Orchard Road
Chipstead Valley	Chipstead Valley Road
Harris Academy Purley	Pampisford Road
Monks Orchard Primary	The Glade
Regina Coeli	Pampisford Road
St Thomas Beckett	Birchanger Road
Wolsey Junior	King Henry's Drive

The schools will be engaged with as part of the process of designing proposals for each of the above locations. In case any of the above schools do not wish to be a part of the pilots, it is proposed that further schools be engaged with and recommended that the Director of Environment be authorised to add or remove roads from the above list before the statutory notices are issued.

#### **4. CONSULTATION**

- 4.1 Schools are engaged with regarding travel and traffic issues via the Council's programme of School Travel Plan making and implementation. Schools have not yet been directly engaged with regarding this proposal. The candidate schools listed in section 3 above will be engaged with as part of the design of proposals. Wider public consultation would be expected at these locations. Public Notice will need to be published as part of the process of making the 20mph speed limit orders and the police and other emergency services formally consulted.
- 4.2 The introduction of a variable speed limit will require a Traffic Management Order under section 84 of the Road Traffic Regulation Act 1984. This will also require informal consultation via letter and questionnaire with all those residents directly affected; the giving of public notices / advertisements in the local paper to determine the views of the wider population; and the consideration of any material objections that may be received.
- 4.3 The introduction of a zebra crossing will require a Public Notice under section 23 of the Road Traffic Regulation Act 1984, and the consideration of any material objections that may be received

## 5 FINANCIAL AND RISK ASSESSMENT CONSIDERATIONS

- 5.1 Funding is being provided by TfL to implement the speed management proposals in 2014/15. There will be an on-going revenue requirement arising from maintenance of the variable speed limit signing and any supporting measures, plus staff time costs associated with the updating of the dates/times the speed limit signs operate.

### 1 Revenue and Capital consequences of report recommendations

	Current year	Medium Term Financial Strategy – 3 year forecast		
	2013/14 £'000	2014/15 £'000	2015/16 £'000	2016/17 £'000
<b>Revenue Budget available</b>				
Expenditure			5	5*
Income			0	0
<b>Effect of decision from report</b>				
Expenditure			5*	5*
Income			0	0
<b>Remaining budget</b>	<hr/>	<hr/>	<hr/>	<hr/>
			0	0
<b>Capital Budget available</b>				
Expenditure		200		
<b>Effect of decision from report</b>				
Expenditure		200		
<b>Remaining budget</b>	<hr/>	<hr/>	<hr/>	<hr/>
	0	0		

\*NB £5,000pa management and maintenance to be met from Speed Management LIP funding allocations

- 2 The effect of the decision** The on-going management and maintenance liability of the measures proposed is likely to place an additional cost estimated at £5,000pa. It is intended that the commitment be met from future LIP funding relating to 'Speed Management'. However, only LIP funding amounts for 2014/15 are fully confirmed at this stage.
- 3 Risks** The funding provided by TfL for speed management in the vicinity of schools is considered adequate for the delivery of proposals at the locations in para 3.6. The risk of overspend is considered slight if the Director of Environment is authorised to amend the list of roads in para 3.6.
- 4 Options** LIP funding is the only feasible option for funding this type of initiative.
- 5 Future savings/efficiencies**
- 6** (Approved by: Dianne Ellender, Head of Finance D and E)

## **6. COMMENTS OF THE COUNCIL SOLICITOR AND MONITORING OFFICER**

- 6.1 The Council Solicitor comments that in order to introduce the speed limits it will be necessary to make Traffic Management Orders ('TMOs') under the provisions of the Road Traffic Regulation Act 1984 (as amended).
- 6.2 Pursuant to the Road Traffic Regulation Act 1984 (as amended) and associated Regulations the Council is required to give public notice of the aforementioned TMOs and consider any material objections that may be received. This statutory procedure must be followed before the TMOs are made.

(Approved by: Gabriel MacGregor, Head of Corporate Law on behalf of the Council Solicitor & Monitoring Officer)

## **7. HUMAN RESOURCES IMPACT**

- 7.1 There are no human resources implications arising from this report.

(Approved by Adrian Prescod, HR Business Partner, for and on behalf of Interim Director of Workforce, Chief Executive Department.)

## **8. EQUALITIES IMPACT**

- 8.1 The proposal is intended to aid children and young people travel to school by more active / healthier means (namely walking and cycling) and to foster their independent travel.

## **9. ENVIRONMENTAL IMPACT**

- 9.1 The proposal is intended to facilitate travel to school by alternatives to the car and hence contribute to reducing the environmental consequences arising from car use.

## **10. CRIME AND DISORDER REDUCTION IMPACT**

- 10.1 The proposals will be designed with a view to aiding understanding of the reasons for and compliance with the variable speed limits.

## **11. REASONS FOR RECOMMENDATIONS/PROPOSED DECISION**

- 11.1 The reasons are addressed in section 12. below.

## **12. OPTIONS CONSIDERED AND REJECTED**

- 12.1 In response to Council questions regarding 20mph zones it has been stated that the Council has a policy not to introduce any new road humps in the Borough. Thus other means of managing speed near schools have been looked to. 20mph speed limits are an alternative option to 20mph zones self-enforced by road humps. Options for additional measures to aid compliance with and the effectiveness of 20mph speed limits will be investigated as part of the design of proposals at finalised locations.

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### **BACKGROUND PAPERS - LOCAL GOVERNMENT ACT 1972**

*Letter from TfL 16 December 2013 'Local Implementation Plan (LIP) 2014/15 to 2016/17 Delivery Plan, Interim Targets and Annual Spending Submission'*