

**Meeting of the Cabinet 20<sup>th</sup> June 2013**

**Report of the Director of the Urban Environment**

**Safer Routes to School – 20 mph Update**

**Purpose of Report**

1. To update Cabinet on the current position following consultation undertaken with ward members and schools in relation to the introduction of 20 mph zones based upon agreed criteria, priority ranking and 'on the ground' feasibility
2. To seek Cabinet approval to produce a programme of works for 20 mph zones or where appropriate alternative safety measures.

**Background**

3. The Cabinet at its meeting in October 2012, received a report detailing a proposed criteria for prioritising schools in the context of a 20 mph zone policy, together with an initial list outlining the top 10% of school access points requiring intervention based on a 'first sieve' using this criteria. The key elements used to score potential locations were accident records, numbers of children walking to school, road classification and existing road safety infrastructure.
4. The Cabinet resolved;
  - That support be given to the 'stage 1' prioritisation process as indicated in the report submitted to identify the top 10% of school entry points to be considered in greater detail.
  - That a programme of schemes be identified from within the top 10% of schemes and agreed with the Cabinet Member for Transportation.
  - That further Ward Member consultation referred to at the meeting in respect of the introduction of 20mph speed limits be endorsed..
5. A further consultation exercise was carried out during December 2012 during which time all ward members and all Schools in the borough were asked for their views on the criteria and priority ranking.
6. In parallel to this consultation exercise, officers have further assessed those locations detailed in the initial top 10% based on the criteria reported to Cabinet. This further analysis has resulted in the revised work programme attached as

appendix A to this report by removing those locations which had scored highly as a consequence of 'one off events' or other anomalies, or where other safety measures have been introduced in the interim.

7. Whilst the consultation was conducted following Cabinet in October 2012 did not materially affect the initial list of locations reported, those locations identified at appendix A will now undergo more detailed technical evaluation to establish the most appropriate intervention, i.e. mandatory 20 mph limit, advisory 20 mph zone or other safety measures.

### Sustainable Transport

8. The contents of this report support both the objectives of the West Midlands Local Transport Plan and the Council's Transport policies by considering measures which could contribute to improved highway and pedestrian safety and encourage sustainable modes of travel to the benefit of the local community.
9. The whole council will continue to work together to develop road safety measures and other safety programmes that encourage safe travel in locations where the most vulnerable attend. This will include utilising opportunities to engage with residents and partners through the now established community forum network

### Finance

10. The implementation of 20mph speed limit schemes or alternative safety measures where appropriate would be funded from the Integrated Transport Block annual allocation for Safer Routes to School
11. Any schemes shown in appendix A not completed this financial year will be carried over to next financial year

### Law

12. Traffic Regulation Orders are made under powers contained in Section 1 of the Road Traffic Regulation Act 1984
13. Traffic signs are provided under powers contained in Section 64 of the Road Traffic Regulation Act 1984, subject to regulations made by the Secretary of State for Transport.
14. The Council is empowered to improve highways under Section 62 of the Highways Act 1980.
15. Section 111 of the Local Government Act 1972 empowers the Council to do anything calculated to facilitate or is conducive or incidental to the discharge of any of its functions.
16. The Traffic Calming Act 1992 amends the Highways Act 1980 to allow works to be carried out to promote safety and preserve or improve the environment.

17. The Highways Act 1980, as amended by the Road Traffic Act 1991 requires the installation of road humps to be advertised on-street and in the local newspaper for objections.
18. The introduction of, or amendments to, speed limits are authorised by Section 84 of the Road Traffic Regulation Act 1984.

### **Equality Impact**

19. The contents of this report comply with the Council's Equality and Diversity Policy whilst specifically seeking to introduce measures that will be of direct benefit to children and some of the most vulnerable road users in the community including young children, the elderly, pedestrians and cyclists in general, and those with impaired mobility.

### **Recommendation**

20. It is recommended that Cabinet:-

- Note consultation has taken place as requested
- Agrees that the Cabinet Member for Transportation in consultation with the opposition spokesperson for Transportation and the Director of the Urban Environment develop a programme of 20 mph schemes or alternative safety measures based upon the highest ranking priority locations shown in appendix A to this report and any schemes shown in appendix A not completed this financial year will be carried over to next financial year.
- Endorses the principle that any ward member queries on the priority ranked programme or specific queries on schools in their ward are channelled via the Cabinet Member for Transportation who in turn will ensure investigation and an appropriate response



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### **List of Background Papers**

Department for Transport – Traffic Advisory Leaflet 9/99 – 20mph speed limits and zones

Department for Transport Circular 1/06 – Setting Local Speed Limits