

**PLACE SCRUTINY COMMITTEE**  
**12TH JANUARY, 2012**

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**SPEED MANAGEMENT REVIEW GROUP – FINAL REPORT**

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**SUMMARY REPORT**

**Purpose of the Report**

1. To present the outcome and findings of the Task and Finish Review Group established by Place Scrutiny Committee to seek a range of views as to the impact of 20mph speed limits within the Borough.

**Summary**

2. A Task and Finish Review Group was therefore established by the Place Scrutiny Committee and all Members were invited to participate.
3. The Task and Finish Review Group has met on four occasions with Officers and its final report is attached (**Appendix 1**).

**Recommendation**

4. It is recommended that Members approve the recommendations in the final report.

**Paul Wildsmith**  
**Director of Resources**

**Background Papers**

There were no background papers.

Karen Graves : Ext: 2291

S17 Crime and Disorder	This report has no implications for Crime and Disorder.
Health and Well Being	This report has implications to address Health and Well Being for the residents of Darlington.
Sustainability	There are no issues relating to Sustainability which this report needs to address.
Diversity	There are no issues relating to diversity which this report needs to address.
Wards Affected	This report does not impact on a particular Ward, but Darlington as a whole.
Groups Affected	This report does not impact on a particular Group, but Darlington residents as a whole.
Budget and Policy Framework	The MTFP, Budget and Council tax must all be agreed by full Council.
Key Decision	This is not a Key Decision.
Urgent Decision	This is not an Urgent Decision.
One Darlington: Perfectly Placed	The report contributes to the Sustainable Community Strategy in a number of ways through the involvement of Members in contributing to the delivery of the five themes.
Efficiency	This report does not identify specific efficiency savings.

**MAIN REPORT**  
**SPEED MANAGEMENT REVIEW GROUP**  
**FINAL REPORT**

**Introduction**

1. This is the final report of the Speed Management Review Group, established by the Place Scrutiny Committee in order to seek a range of views as to the impact of 20 mph speed limits within the Borough.

**Background Information**

2. At the meeting of the former Economy and Environment Scrutiny Committee held on 8th September, 2011, it was agreed that Monitoring and Co-ordination Group be requested to approve the Terms of Reference (**Appendix 1**) for the establishment of a Review Group to consider Speed Management within the Borough.
3. A wide number of issues have been considered and discussed at the meetings and these are referred to in the notes attached (**Appendix 2**). This report describes the outcome of the Review Group, it summarises the work undertaken, the findings from the processes and the subsequent recommendations.

**Terms of Reference**

4. The following terms of reference had been established for the Review Group :-
  - a. Clarify the outcome being sought by the 20's Plenty Campaign.
  - b. Consider the evidence base.
  - c. Identify benefits and constraints.
  - d. Identify current policy and practice to secure outcomes.
  - e. Identify implications on stakeholders and interested parties.
  - f. Assess the viability/practicality of the outcomes being sought

**Membership of the Review Group**

5. The membership of the Speed Management Review Group comprised all Members of Place Scrutiny Committee.

## **Acknowledgements**

6. The Review Group acknowledges the support and assistance provided in the course of their investigations and would like to place on record their thanks to the following :-

Dave Winstanley, Assistant Director, Highways, Design and Projects;  
Steve Petch, Lead Officer for Place Scrutiny Committee;  
Andrew Casey, Head of Highway Network Management;  
Matthew Snedker, 20's Plenty Campaign;  
Kendra Ullyard, Friends of the Earth;  
Michael Straugheir, Durham Constabulary;  
Tony Stevens, Arriva;  
Jeff Morgan, Arriva;  
Derek Gittins, Network Service Manager, Middlesbrough Borough Council;  
Rob Farnham, Group Leader, Road Safety and Traffic, Middlesbrough Borough Council;  
Councillor G. Lee, on behalf of Various Headteachers of Schools within the Borough; and  
Karen Graves, Democratic Officer, Corporate Services Department

## **Aim**

7. The overall aim of the Review Group was to seek a range of views and understand the issues around speed management within the Borough.

## **Methods of Investigation**

8. The Review Group has met formally three times between 6th October and 14th December, 2011 and detailed records of the topics discussed at those meetings are contained in the notes produced following each meeting attached for information (**Appendix 2**). Two Members of the Group, Councillors Long and Carson attended Middlesbrough Borough Council to meet Officers who could give information on how Middlesbrough was tackling the issue of providing 20mph areas (**Appendix 3**). Councillor Lee asked all Schools within the Borough one question relating to 20 mph zones and the response is attached (**Appendix 4**).

## **Financial Implications**

9. The recommendations contain a number of recommendations that have a financial consequence. The Review Group recognises that the Council currently has limited resources and these spending aspirations will need to be viewed within the overall competing priorities and service delivery pressures throughout the Council. Since the start of the review it also became apparent that further budget constraints are required and that efficiencies are a priority for the Darlington Borough Council.

## **Current Policies**

10. Darlington has an ongoing programme of supporting a limit of 20 mph in residential streets and around schools as part of the current and previous Local Transport Plans (LTP), Cycle Demonstration Town and Development Policies. Areas have been developed over a number of years based on the latest Department for Transport guidance. The guidance has been revised during the course of this Task and Finish process, which will give greater flexibility in the design of solutions. In Darlington generic solutions are not applied to speed

management problems. A specifically designed solution for the issues that are present is developed, through data analysis, experience and residents/stakeholder views. 20mph speed limits are one option in a range of solutions that are considered when developing solutions. For a number of years Darlington Borough Council have required developers to design new estates to 20mph either by limit or zone, thus ensuring they are designed to a 20mph speed principle with the costs being borne by the developers.

- a. A target of a 40% reduction in the number of people killed or seriously injured was set. Darlington achieved a 42% Reduction.
  - b. A target of a 50% reduction in the number of children killed or seriously injured. Darlington achieved an 80% Reduction.
  - c. A target of a 10% reduction in the number of slight casualties. Darlington achieved a 33% reduction on all age groups and a 49% reduction on child slight casualties.
11. The LTP funding has been significantly reduced and the future programme has been reduced to meet the significant reductions in funding available for this type of improvement work. The budget reductions have required a re-focus of spend priorities to a MAINTAIN, MANAGE, IMPROVE principle. These principles were agreed by Cabinet on 8th March 2011. Officers will continue to deliver as wider coverage of 20mph areas as possible, within the resources made available through LTP and other funding opportunities.
12. The Local Transport Plan and Cycle Demonstration Town Funding have contributed to the delivery of Safer Routes to School and the provision of 20mph Zones over recent years contributing to Darlington reducing road casualties significantly over the 2000 to 2010 period.

## **Conclusions**

13. The Review Group concluded that :-
- (a) The Policy in LTP3 regarding speed management currently linked into the Council's Community Strategy.
  - (b) There are budget constraints on the whole of the Council that could impact on some findings of the Group.
  - (c) Darlington Borough Council is already committed to the provision of 20mph zones within the Borough based on accident statistic data and information within School Travel Plans.
  - (d) Speed management is an issue which is important in road safety context and Darlington Borough Council is actively pursuing a series of policies devoted to reducing all accidents, one of which is 20mph limits.
  - (e) There are obvious links between lower speed limits and encouraging walking and cycling in the Borough, 20mph limit areas are therefore helpful to the Local

Motion initiative.

- (f) Twenty's Plenty is an impressive campaign with impressive data and evidence.
- (g) 20mph zones already in place are different from 20mph limits which are less expensive to instal.
- (h) During the course of this Task and Finish guidance has been revised and Local Authorities now have more freedom in using 20mph zones and limits to address local needs.
- (i) The Police are prepared to enforce limits where infrastructure is in place and are also prepared to enforce in 20mph limit areas where such a speed is appropriate, i.e. residential areas where the street scene dictates low speeds.
- (j) Middlesbrough Borough Council, whilst portrayed as having adopted 'Twenty's Plenty', has a policy similar to Darlington Borough Council i.e. using 20mph zones in the past and adopting a 20mph limit policy for the future.
- (k) Darlington Borough Council's road statistics and maps tend to support 'Twenty's Plenty' evidence that 'deprived' Wards tend suffer more accidents even where 20mph limits existed. However, the levels of accidents are very low in Darlington as demonstrated by casualty reduction performance figures. In some areas without 20mph there are very few accidents, which raised a value for money question.
- (l) Employee resources have decreased by 20% and the Local Transport Plan integrated block funding has reduced by over 50 per cent. Remaining employees resources are fully committed delivery approved schemes that have associated funding.
- (m) There are many costs associated with providing 20mph zones within the Borough, a large proportion being legal costs.
- (n) New DfT advice states that at least one traffic calming measure should be within a 20mph zone with repeater signs every 100 metres which adds to any potential costs.

## **Recommendations**

12. It is recommended that the Place Scrutiny Committee endorse the conclusions and following recommendations of the Speed Management Review Group.:-

- (a) Darlington Borough Council continues to support the introduction of 20 mph zones or limits where appropriate and continues to deliver schemes based on evidence within the available resources.
- (b) Areas be prioritised using evidence from road casualty/speed data and information from School Travel Plans but also general environmental impact and quality of life issues.
- (c) Community Speed Watch be promoted and encouraged.
- (d) That the work undertaken by 'Twenty's Plenty' be applauded and they be encouraged to promote a culture of driving at 20mph and to work closely with Community Speed Watch to discourage speeding within the Borough.
- (e) Publicity be undertaken to highlight the achievements in casualty reduction and encourage the public to keep accident statistics low.
- (f) Area based solutions be specifically developed to produce the right solution and that it is not practical or desirable to introduce a blanket 20mph zone within the Borough.
- (g) That Place Scrutiny Committee monitors the recommendations arising out of this review.

## **Speed Management Review Group**