
SPEED MANAGEMENT WITHIN THE BOROUGH REVIEW GROUP

Responsible Cabinet Member – Councillor David Lyonette, Transport Portfolio

Responsible Director – Richard Alty, Director of Place

SUMMARY REPORT

Purpose of the Report

1. To report the findings and recommendations of the Place Scrutiny Committee's Speed Management within the Borough Review Group which was established to seek a range of views as to the impact of 20mph speed limits within the Borough.

Summary

2. At a meeting of the former Economy and Environment Scrutiny Committee held on 8th September, 2011, Membership was agreed and Terms of Reference forwarded to the Monitoring and Co-ordination Group for the establishment of a Review Group to consider speed management within the Borough. A wide number of issues were discussed and considered at the meetings and are referred to in the Final Report (**Appendix 1**).
3. At its meeting held on 12th January, 2012 the Review Group agreed the following recommendations for submission to Cabinet.

Recommendation

4. Cabinet be requested to :-
 - (a) Endorse the following recommendations of the Place Scrutiny Committee :-
 - (i) 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.
 - (ii) 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 especially with regard to encouraging cycling and walking.
 - (iii) Community Speed Watch be promoted and encouraged.

- (iv) 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.
 - (v) Publicity be undertaken to highlight the achievements in casualty reduction and encourage the public to keep accident statistics low.
 - (vi) Area based solutions be specifically developed.
 - (vii) That Place Scrutiny Committee monitors the recommendations arising out of this review and takes them into consideration during scrutiny of the next Local Transport Plan.
- (b) Endorse the following statement formulated by Councillor David Lyonette – Cabinet Member with Transport Portfolio, Councillor Long – Chair of Place Scrutiny, Officers and the 20's Plenty Campaign Organiser that summarises the recommendations and findings from Place Scrutiny Committee:-
- (i) Darlington Borough Council agrees that 20mph is safer and preferable in residential roads and that in time, and as resources allow, the Council will continue to implement wide area schemes across the Borough, excluding distributor or arterial roads, as cost effectively as possible.

Reasons

5. The recommendations are supported to conclude the work undertaken by the Place Scrutiny Committee review Group and confirm the approach being taken in relation to speed management and the introduction of 20 mph speed limits.

Richard Alty,
Director of Place

Paul Wildsmith,
Director of Resources

Background Papers

Notes of the meetings of the Speed Management Review Group

Karen Graves : Extension 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.
Carbon Impact	There are no issues relating to Carbon Impact 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	This report does not recommend and changes to the Budget and Policy Framework.
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

Information and Analysis

6. The Speed Management Review Group was established by the former Economy and Environment Scrutiny Committee to seek a range of views as to the impact of 20 mph speed limits within the Borough.

Outcome of Consultation

7. A wide number of issues have been considered and discussed at the meetings and this report describes the outcome of the Review Group, summarises the work undertaken, the findings from the processes and the subsequent recommendations.
8. The Speed Management Review Group met on four occasions with Officers, 20's Plenty Campaign, Public Transport Operators, Durham Constabulary and a Neighbouring Local Authority and the Final Report of the Group is attached (**Appendix 1**).
9. The Place Scrutiny Committee agreed to accept and endorse the following recommendations and to forward to Cabinet for consideration :-
 - (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.
10. Following the Place Scrutiny Committee the 20's Plenty Campaign Organiser contacted the Council regarding the wording of the recommendations. Both the Council and the Campaign want to be in a position where they can both utilise each others resources, energy and drive to improve road safety. A meeting was held with Councillor David Lyonette - Cabinet Member with Transport Portfolio, Councillor Long - Chair of Place Scrutiny, Officers and the 20's Plenty campaign organiser to discuss the meaning of the

recommendations that were approved by Place Scrutiny Committee. The Council's current approach to speed management and the campaign are very much aligned in their aims and recent changes to guidance and legislation will align them even closer in the future. At the meeting the recommendations were discussed and a joint statement was discussed that could be recommended to Cabinet which summarises the recommendations and findings of Place Scrutiny Committee. The wording of the joint statement that was discussed was that "Darlington Borough Council agrees that 20mph is safer and preferable in residential roads and that in time, and as resources allow, the Council will continue to implement wide area schemes across the Borough, excluding distributor or arterial roads, as cost effectively as possible".

Director of Place Comments

11. The work undertaken by Place Scrutiny Committee Review Group has been a thorough review of practice and the approach we are taking in relation to speed management and 20mph zones. I welcome the challenge that this has brought and support the recommendations that Place Scrutiny Committee are asking Cabinet to endorse.

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

14. 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

Title: To Review Speed Management within the Borough
Scrutiny: Place Scrutiny

Start Date: 6th October, 2011

End Date:

PURPOSE/AIM	RESOURCE
<p>To seek a range of views as to the impact of 20mph speed limits within the Borough</p>	<p>Members Relevant Portfolio Holder Assistant Director – Highways Design and Projects COE (as and when required) Democratic Services 20's Plenty Campaign for Darlington Durham Constabulary Public Transport Operators Neighbouring Local Authorities Schools Friends of the Earth Cycling Groups DAD</p>
PROCESS	OUTCOME
<ol style="list-style-type: none"> 1. Clarify the outcome being sought by the 20's Plenty Campaign 2. Consider the evidence base. 3. Identify benefits and constraints (specific Task and Finish sessions) 4. Identify current policy and practice to secure outcomes. 5. Identify implications on stakeholders and interested parties (specific Task and finish sessions). 6. Assess the viability/practicality of the outcomes being sought. 	<p>Understand the issues around speed management.</p> <p>Identify potential solutions and make appropriate recommendations to Cabinet.</p>

COUNCILLOR **CHAIR**

SPEED MANAGEMENT TASK AND FINISH REVIEW GROUP

6th October, 2011

PRESENT – Councillors Carson, Harman, L. Hughes and Long.

APOLOGIES – Councillors Coultas and Richmond.

OFFICERS – Dave Winstanley, Assistant Director, Highways, Design and Projects, Steve Petch, Lead Officer for Place Scrutiny and Karen Graves, Democratic Support Officer.

ALSO IN ATTENDANCE – Mr. Matthew Snedker, representing 20's Campaign and Kendra Ulliyart, Friends of the Earth.

Purpose of the Meeting – To set Terms of Reference for the Task and Finish Review Group and to hear the views of the 20's Plenty Campaign.

Points Discussed and Considered -

- Members considered the Terms of Reference for this piece of work which was to seek a range of views as to the impact of 20 mph speed limits within the Borough. The Group agreed the intended outcome, areas to be considered and relevant people and organisations it wished to consult with in order to conduct the review thoroughly.
- Mr. M. Snedker, 20's Plenty Campaign and Miss Ulliyart, Darlington Friends of the Earth attended the meeting from 10.15am and Members gave consideration to a PowerPoint Presentation given by Mr. Snedker on the focus of the Campaign which was to introduce a 20mph speed limit in residential areas within the Borough of Darlington.
- The presentation was divided into several areas which included, Setting the Scene; Acknowledging that there was a problem; setting the Darlington context; looking for solutions; financial and social dividends; moral imperative; legislative framework, conclusions and next steps.
- The use and location of additional signage and/or alternative methods of enforcing the 20mph speed limit was discussed together with the financial implications of signage provision. Other ways of reducing speed limits included narrowing of roads, demarcation, build-outs and tapering.
- The Group was informed that the Campaign believed that driving became more effective in slow-moving traffic and that as more people became aware of the campaign it gathered strength and support.
- Questions were raised as to the enforcement of new speed limits and the financial implications to Local Authorities that this brought.

- Reference was made to the Department for Transport changing its guidance following an audit undertaken on Portsmouth after the introduction of 20 mph speed limits and the effect of speed cameras on the behaviour of motorists.
- Discussions followed on the recent government announcement to investigate raising the maximum speed limit to 80mph and whether the two issues were linked.
- Members questioned the lowering of speed limits on only arterial and feeder roads when many major roads were residential and were advised that Friends of the Earth had a vision that the whole of Darlington would be 20mph thereby reducing 'rat runs' on the whole of the network.
- Other Local Authorities in the North East which currently supported 20mph were Newcastle and Middlesbrough and the Group stated that lessons could be learnt from those Authorities in co-ordinating an approach to 20mph.

IT WAS AGREED – (a) That the thanks of this Group be extended to Mr. Snedker for his informative presentation.

(b) That Councillor Long approach Newcastle and/or Middlesbrough Council to ascertain how they implemented 20mph and the difficulties they encountered.

(c) That representatives of Durham Police Constabulary be invited to the address this Group to give their views on 20mph within the Borough.

(d) That members of this Group establish the views of schools within their Wards on the topic of 20mph speed limit on the Borough's roads.

(e) That the Group seek the view of relevant Officers in Transport Policy and Highway management to provide their views on positive and negative impacts of Total 20 and understand the principles of speed management around the Borough.

(f) That the Group aims to complete this Review in February, 2012.

SPEED MANAGEMENT TASK AND FINISH REVIEW GROUP

17th November, 2011

PRESENT – Councillors Carson, Cossins, Harman, L. Hughes, Long and E.A. Richmond.

APOLOGIES – Councillors Coultas and Wright.

OFFICERS – Steve Petch, Lead Officer for Place Scrutiny and Karen Graves, Democratic Support Officer.

ALSO IN ATTENDANCE – M. Straugheir, representing Durham Constabulary, T. Stevens and J. Morgan, representing Arriva.

Purpose of the Meeting – To hear the views of Durham Constabulary and Arriva with regard to speed management within the Borough.

The Chair invited everybody to introduce themselves and outline their role within the Group prior to giving details of the remit of the Group. Attendees were also advised that the Group had recently seen a presentation by the 20's Plenty Campaign and invited Durham Constabulary and Arriva to put forward their views on Speed Management within the Borough.

Points Discussed and Considered -

- Mr. Straugheir advised the Group that he had been in post as Traffic Management Officer with Durham Constabulary for eleven years and that it was laid down in the Government's 2006 Regulations how to adhere to traffic calming and speed limits.
- The Group were advised that speeds were generally low enough within the Borough to be able to maintain 20 mph without the need for traffic calming measures and the layout of new housing developments did not encourage speeds above 20 mph.
- Mr. Straugheir was of the opinion that 20's Plenty wanted large areas of the Borough, including arterial roads, to be limited to 20 mph without the need for traffic calming measures, however he advised the Group that if the roads had no traffic calming measures the Police would not be prepared to enforce.
- Mr. Straugheir gave examples of where speeds had been increased from 30 mph to 40 mph in an attempt to successfully slow traffic – prior to raising the limit the average speed was 55mph.
- Members questioned the suitability of various roads including Whessoe Road and Brinkburn Road for 20 mph speed limits; were advised that car parking on certain roads was actually acting as natural traffic calming; and that newly-installed pedestrian crossing points were not always recognised as crossings by drivers.
- It was confirmed to the Group that it was possible to have a 20 mph speed without the need for infrastructure and that drivers needed to be educated to ensure a change of attitude. An example given on change of attitude and education was that during

1960/early 1970 it was considered socially acceptable to drink and drive.

- Reference was made to the recent government announcement to consider raising the motorway speed limit to 80 mph at the same time as reducing urban speed limits to 20 mph. Mr. Straugheir advised the Group that the Association of Police Officers (ACPO) policy was not to enforce 20 mph as it should be sustainable, however Community Speed Watch could be utilised in 20 mph zones and if excessive speeds were recorded then the Highway Authority could be advised that the speed limit was not correct for that area. In all circumstances a full regard had to be made to safety.
- Mr. Straugheir was of the opinion that 20 mph across the Borough was unworkable, however although not National Policy, some Authorities did impose total 20 mph speed limits.
- The Group felt that school traffic was naturally traffic-calmed due to the volume of cars around schools during drop off and pick up times.
- The Group discussed the issue of perception regarding speed limits. Mr. Straugheir advised that in many instances people's perception of speed was inaccurate. He referred to a speed check of 2000 vehicles undertaken on the A167 at Harrowgate Hill where a 40 mph speed limit was enforced. Of the 2000 vehicles checked only 3 letters had to be despatched to speeding drivers.
- Mr. Stevens agreed and informed the Group that following complaints of buses speeding in Priestgate, Arriva purchased a speed gun. The fastest bus was found to be travelling at 19 mph. People's perception of the speed of a bus was incorrect; buses are large, with diesel engines, noisy and difficult to accelerate at speed.
- Arriva also advised that they regularly monitor drivers speed and respond to complaints and will discipline speeding drivers if appropriate. Any driver convicted of speeding have to pay their own fine, inform the insurance company and advise, in writing, VOSA (Vehicle and Operator Services Agency) which is linked to all insurance companies and can check drivers.
- Discussion ensued on the practicalities of driving at 20 mph and Mr. Stevens asked if there were plans to trial 20 mph within the Borough as this would have a 'knock on' effect on all bus timetables as traffic would be slowed down. The Group were advised that because of traffic increases Arriva now had to allow 18 minutes journey time from Harrowgate Hill to the Town Centre as opposed to 12 minutes three years ago. It was stated that if a bus was to get slower people may decide to use their own car.
- Mr. Stevens suggested the Group could look at having a pilot scheme in certain areas of Town although any scheme would need to have the correct infrastructure in place.
- As Newcastle and Middlesbrough operate 20 mph zones the Group asked if Arriva were able to get feedback from colleagues on the impact of 20 mph speed limits and whether there was an impact on the formula used to determine a bus timetable. The Group also enquired whether it would be possible for Mr. Straugheir to provide a copy of the ACPO Policy in relation to 20 mph speed limits.

- The Group questioned the impact of 20 mph on Road Haulage Companies and Street Scene in delivering services.
- References were made to the amount of cars in households; success of Park and Ride Schemes in Durham and York; and the perception of people that as more traffic was on the road there were more accidents, however Darlington's road safety statistics would suggest that this is not the case.

IT WAS AGREED –

- (a) That the thanks of this Group be extended to Mr. Straugheir, Mr. Stevens and Mr. Morgan for their views on speed management.
- (b) That figures regarding Darlington's Accident Statistics be provided to the Group.
- (c) That the Group aims to complete this Review in February, 2012.

SPEED MANAGEMENT TASK AND FINISH REVIEW GROUP

14th December, 2011

PRESENT – Councillors Baldwin, Carson, Harman, Lawton, Long and E.A. Richmond.

APOLOGIES – Councillor Cossins.

OFFICERS – Dave Winstanley, Assistant Director Highways, Design and Projects; Andrew Casey, Head of Highway Network Management; Steve Petch, Lead Officer for Place Scrutiny and Karen Graves, Democratic Support Officer.

ALSO IN ATTENDANCE – Councillor Kelley.

Purpose of the Meeting – To hear the views of the Council Officers with regard to speed management within the Borough of Darlington.

The Chair advised that the Group had recently seen a presentation by the 20's Plenty Campaign, heard the views of Durham Constabulary and Arriva and that Officers had been invited to put forward their views on Speed Management within the Borough.

Officers circulated three plans which detailed existing and proposed 20mph zones within the Borough, the Borough locations of accidents during the past three years and a detailed plan of Town Centre accidents over the past three years.

Points Discussed and Considered -

- The Group were advised that Darlington Borough Council (DBC) were the Traffic Authority and responsible for setting local speed limits.
- The Group were advised that the current 20mph zones were designed on the guidance relevant at the time and prioritised based on accident analysis and locations of schools and some introduced to deter rat-running. The zones were allocated to cover as large an area as possible with the finance available with DBC trying to encourage a culture of driving at 20mph within residential roads.
- Several Group members had visited Officers at Middlesbrough Council where 20mph zones were proposed in residential areas however new DfT guidance had been produced which affected provision of signage.
- Officers stated that their preference for repeater features based on the new directions would be small signs on lampposts against roundels (road surface markings) as this type of feature would not be seen in poor weather conditions.
- Driver behaviour was discussed and there was recognition that some drivers would not slow down for traffic calming features and/or signs. The majority of drivers who are predominantly residents do respect lower speeds in residential areas.

- Officers advised that driving at 20mph in residential areas was comfortable. However this could be uncomfortable on on arterial roads at certain times of the day and can lead to frustrations by certain drivers and temptation to perform unsafe overtaking manoeuvres in the urban area.
- Community Speed Watch is a partnership approach to tackle residents concerns over speed. Residents are involved in surveying speeds with the Police and if the recorded speeds raise concern either individual letters are sent to drivers or further enforcement undertaken.
- Officers advised that there were many variables to consider when implementing 20mph zones with one solution not fitting all circumstances and that the two issues to consider were reduce speed or manage speed.
- Whilst considering the accident statistics for the Borough over a three year period, Members considered the type of accident, the location, the classification of a serious accident and the data that could be collected to highlight potential problem areas.
- If potential problems were highlighted consideration could then be given to possible solutions which can include Engineering, Education, Enforcement or Encouragement.
- Traffic calming had been prioritised in areas with traffic accidents but accidents do still happen. Accidents are not always speed related. However, reducing speeds does reduce the potential severity. Some of the more deprived Wards in the Borough have received 20mph or traffic calming treatment to reduce risk where there are likely to be more vulnerable road users present.
- Reference was made to DBC road accident statistics and the Group was advised that DBC had achieved the Governments 2010 targets. In the 10 year period KSI accidents had reduced by 42%, Child KSI reduced by 80% and Slight Casualties reduced by 33% on all age groups and 49% on Child age groups. Officers advised that they were keen to progress 20 mph where required with schools a priority. Police Data was analysed monthly to identify specific problem or cluster areas although there was currently nothing being highlighted that warrants individual investigation
- Officers reiterated the current budget constraints within the Council and advised they could only undertake limited works in the forthcoming years with the reductions in Capital from the Local Transport Plan. The new Directions issued on signing and lining in 20mphs zones would give greater flexibility and reduce the need for physical traffic calming but not remove the need. The designers would have greater flexibility to tailor solutions to individual circumstances.
- The Group considered the provision of signage to advise visitors they were entering a 'safe town' and to watch their speed although accidents on arterial routes were very low.

IT WAS AGREED – (a) That the thanks of this Group be extended to Mr. Winstanley and Mr. Casey for their views on speed management.

(b) That the Officers be congratulated on accident reduction within the Borough.

(c) That a promotional campaign be undertaken to encourage the public to keep accident statistics low.

(d) That Darlington Borough Council continues to provide 20 mph zones on a prioritised basis within the current budget constraints.

Councillor G. Lee contacted the Schools in the Borough regarding the 20's Plenty Campaign. He sent a simple question to the heads prior to the '20's Plenty' Debate and they in turn responded by e-mail.

Their responses are copied onto an A4 sheet to save having to print out all of the 'e' mails.

Councillor Lee is happy to release this copy if the information is used in the spirit of the conditions below.

Question

Do you favour reducing our 30mph speed limit down to 20mph?

A simple 'Yes' or No' answer will suffice although should you wish to add any comments they will be gratefully received.

Names will not be used although references to specific schools preferences on this subject may be used unless I am asked not to do so.

Responses

Hello Gerald

I don't know if I support 20mph across the whole of the borough, but I certainly do across the densest urban areas. The roads around the Denes and Corporation Road, with their many shortcuts are quite dangerous at key times; 20mph here may be necessary.

Regards

Peter King

Headteacher

From: top admin [mailto:admin@stteresasrc.darlington.sch.uk]

Sent: 03 October 2011 11:24

To: Councillor Lee

Subject: Re: FAO Headmaster

Most definitely, I am in favour of reducing the 30mph speed limit to 20mph.

Hello

We would be more than happy to support the reduction of the speed limit from 30mph to 20mph throughout the Darlington Borough.

Good luck with your debate

Regards

Mowden Infant School

Good Morning Councillor Lee, (Harrogate Hill)

As Head Teachers we would welcome a 20mph speed limit in the environs of Darlington Schools.

Your sincerely,
Mrs Hancocks and Mrs Morgan.

From: T Appleton
Sent: 03 October 2011 11:20
To: H Morgan

Dear Councillor Lee

The answer to this would be a clear yes outside the school gates, given the mix of 1200 students walking out with 100 bikes, parents waiting and the buses.

Pat Howarth
Principal
Hummersknott Academy

On 3 October 2011 10:25, Bishopton Admin <adminbr@brandh.darlington.sch.uk> wrote:
Yes!
Neil

On certain road I would think this would be appropriate but a blanket 20mph across the whole town would be inappropriate
Catherine Thompson Alderman Leach

I am in favour of reducing the 30mph speed limit
Margaret Cooke
DHT
High Coniscliffe School

Dear Cllr Lee
Thank you for your e-mail.
Longfield favours reducing the speed limit to 20 mph.
Regards

Barbara Shutt

PA to the Executive Headteacher and Acting Headteacher
Longfield Academy of Sport

I can confirm that I would be in favour of a 20mph speed limit.
Yours sincerely
Chris Metcalfe
Head Teacher

On 3 October 2011 11:15, Top Admin <admin@cockerton.darlington.sch.uk> wrote:

I agree whole-heartedly with the proposal to reduce the speed limit from 30mph to 20mph for the obvious road safety benefits to our children and families in Darlington.

Regards
Frances Shorten
Head Teacher St Bede's RC Primary

Yes
Kay Kelly
The Phoenix Centre

No, as I would prefer traffic restrictions such as speed bumps, tapering of road widths etc.

*Chris Peacock
HF School*

From: top admin [mailto:admin@redhall.darlington.sch.uk]

No

Regards

Peter Boddy

From: top admin [mailto:admin@firthmoor.darlington.sch.uk]

Subject: Re: FW: FAO Headmaster

Yes

From: R Gartland [mailto:rgartland@educationvillage.org.uk]

Education Village, Haughton School & Beaumont School

Yes, I would favour the reduction in the speed limit to 20mph.

I can also respond that the Heads of Haughton School and Beaumont Hill School within The Education Village would also favour the reduction.

Kind regards,

Richard Gartland

The Federation of Abbey Schools support a reduction of the speed limit from 30mph to 20mph, particularly around roads adjacent to the schools.

Kind regards

Elaine McCue (Headteacher)

Yes Regards Nick

Nick Blackburn Headteacher Heathfield Primary School

In response to your request for an opinion on reduction of speed limits to 20 mph I am unable to comment on behalf of the school as I am unable to canvass the opinions of the whole school community.

Any response therefore will be a personal one.

I do feel there is a case in many built up areas for a reduction in the speed limit, however don't think it is appropriate on all roads in the town.

Regards Mrs S. Williams Headteacher [Whinfield Primary](#)

I fully support the 20s Plenty campaign - our recent walk to school events showed how much safer it would be - we had some coverage in the Northern Echo and in one article I did get them to mention that we support this campaign so I have no problem with you naming me and the school.

Hope this helps,

Regards,

Wendy High Coniscliffe Primary School