

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.

**PLACE SCRUTINY; SPEED MANAGEMENT TASK AND FINISH REVIEW
GROUP.**

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Members heard a presentation from the 20s Plenty Campaign given by Matthew Snedker.

The following points and questions arising from the presentation which we would like the Transport and Highways team to comment on are as follows:-

1. Can we have clarification of the definition of a 'built up area'? Is it where street lights exist?
2. Similarly, definitions of 'streets of a residential nature' and 'arterial roads' would also be helpful.
3. Detail on the distinction between 'Total Twenty' and '20s Plenty'.
4. Can we have maps of existing 20 m.p.h.zones
5. Detail on Department of Transport guidance on infrastructure required before a 20 m.p.h. limit can be imposed – are such measures now discretionary or no longer required?
6. An estimate of the full cost of implementing '20s Plenty' – including Total Twenty and variations, if possible.
7. Comment on the potential within existing Local Transport Plan 3 and Local Motion budgets to further the aims of this campaign. Any other budget pots?
8. Have the regulations on signage changed? What is the least 'street furniture' required?

Dorothy Long:
Chair;Place Scrutiny