

---

**Meeting of the Cabinet 31<sup>st</sup> October 2012**

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

**Safer Routes to School – 20mph Speed Limit Policy**

**Purpose of Report**

1. To seek Cabinet support to the outcome of a 'stage 1' prioritisation process identifying the top 10% of school entry points for further consideration for the potential introduction of 20mph speed limits (zones) or other road safety treatments as appropriate.

**Background**

2. The Cabinet at its meeting of the 14<sup>th</sup> March 2012 approved a 20mph speed limit policy outside schools, "subject to an amendment to the policy to clarify the process on how schools will be considered for a 20mph zone", to which this report responds.
3. Although originally anticipated that 20mph zones would be assessed only on request, the decision was subsequently taken that all school entry points should be considered to identify those with the greatest need.
4. All school entry points have therefore been assessed in accordance with the process shown at Appendix 1, which in summary considers the following factors in order to rank the school entry points:
  - injury accidents around the school entry point
  - the % of children walking or cycling to school
  - the road classification outside the school entry point
  - existing facilities e.g. traffic calming or school crossing patrols which assist children travelling to school

These factors not only consider road safety issues but also account for the need to encourage sustainable modes of travel to school as part of the Safer Routes to School programme.

5. The top 10% of the 'stage 1' prioritisation exercise are shown in Appendix 2 which it is proposed will now be considered in more detail for either a reduced speed limit (20mph zones etc) or other appropriate road safety treatment.

## Sustainable Transport

6. 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.

## Finance

7. The costs incurred in developing the policy have been funded from existing resources held by DUE. The implementation of schemes would be funded from within the Integrated Transport Block annual allocation for Safer Routes to School. An allocation of £105k has been made available this financial year to support this policy.

## Law

8. Traffic Regulation Orders are made under powers contained in Section 1 of the Road Traffic Regulation Act 1984
9. 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.
10. The Council is empowered to improve highways under Section 62 of the Highways Act 1980.
11. 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.
12. 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.
13. 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.
14. The introduction of, or amendments to, speed limits are authorised by Section 84 of the Road Traffic Regulation Act 1984.

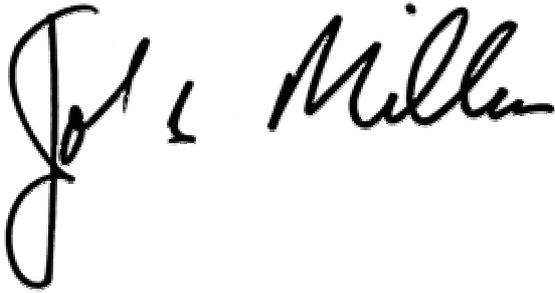
## Equality Impact

15. The contents of this report comply with the Council's Equality and Diversity Policy whilst also 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**

16. It is recommended:-

- That the Cabinet support the 'stage 1' prioritisation process 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% and agreed with the Cabinet Member for Transportation.



.....  
**John Millar**  
**Director of the Urban Environment**

Contact Officers: Martyn Holloway  
Telephone: 01384 815426  
Email: [martyn.holloway@dudley.gov.uk](mailto:martyn.holloway@dudley.gov.uk)

Neil Lissimore  
Telephone: 01384 814686  
Email: [neil.lissimore@dudley.gov.uk](mailto:neil.lissimore@dudley.gov.uk)

### **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