

Non-Key School Travel Planning Issue For Decision of Cabinet Member for Transport

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| Date | 4 th August 2009 |
| Title | 20mph limits around schools in the Great Missenden area |
| Author | Rebecca Dengler |
| Electoral Divisions Affected | Great Missenden |
| Recommendation | The Cabinet Member is invited to agree that the transport related issues of the schools in the Great Missenden area will be assessed on an individual basis. |
| Resources Appraisal | There will be no immediate cost to the Transportation Service because schools will be assessed on an individual basis with funding being considered from within approved budgets when required. |

Summary

1. Petitions for 20mph limits around schools in the Great Missenden area were submitted to Cllr Valerie Letheren by Cllr Mike Colston on 23rd April at the County Council Meeting.
2. A Petition Response report was written by Rebecca Dengler, Team Leader for School Travel Planning. This report was presented at The Missendens Local Area Forum on 17th June 2009. *See Appendix 1.*

Members at the meeting felt that the Petition Response did not adequately address the request for 20mph limits around the schools in the Great Missenden area. The members wanted consideration to be given for a policy change to introduce 20mph limits outside all schools, and if this could not be considered they wanted a feasibility study and costs for a 20mph limit outside of the schools in the area.

3. A Non-Key Decision Report was written in August 2009 regarding 20mph limits around schools. The Report recommended that schools should be assessed on an individual basis as to whether or not a 20mph limit is an appropriate solution to their issues. The Report was approved and signed off by the Cabinet Member and Head of Service. *See Appendix 2.*

Appendix 1 – Petition Report response to petitions from schools in the Great Missenden area, 17th June 2009

Agenda Item:

PETITION REPORT

Petition for a 20mph zone around Prestwood Junior School (Clare Road, Prestwood) and around Prestwood Infant School (Moat Lane, Prestwood), and for the roads and pavements to be gritted around Moat Lane.

Missenden Local Area Forum: 17th June 2009

Contact Officers: Rebecca Dengler (01296) 383902

1. PURPOSE OF REPORT

- 1.1. To inform the Local Committee of the petition from M Deans, Acting Headteacher at Prestwood Junior School, for a 20mph zone around Prestwood Junior School (Clare Road, Prestwood), and the petition from Lisa Freeman, School Travel Plan Coordinator at Prestwood Infant School, for a 20mph zone and gritting on Moat Lane.

2. PROPOSED ACTION

- 2.1. The Local Committee is asked to **NOTE** the contents of the report.

3. SUPPORTING INFORMATION

- 3.1. County Councillor Mike Colston presented the petition to the Full County Council on 23rd April 2009.
- 3.2. The petition requested a 20mph zone around Prestwood Junior School and Prestwood Infant School, and for the roads and pavements to be gritted around Moat Lane.
- 3.3. The School Travel Planning Team within Buckinghamshire County Council are currently working with Prestwood Junior School on their active School Travel Plan. The School Travel Plan Advisor for the school will arrange a site visit with Prestwood Junior School to discuss the current issues and look into the most appropriate solutions to help resolve them. A 20mph zone will be considered as one of the options that the school will want to pursue. It will be up to the school and the school travel plan working group to decide which measures will be the most appropriate to take forward.
- 3.4. If any of the solutions require capital funding, a funding bid will be required from the school (with help from the School Travel Plan Advisor). This bid will then be put forward for funding consideration for the 2009/10 Transport for Buckinghamshire capital budget. The School Travel Planning Team has no capital funding for any projects in the 2008/09 financial year and any future funding is not guaranteed.

- 3.5. Another option would be for the parish to consider whether they would like to bid for the scheme through the Local Committee Delegated Budget for 2010/11.
- 3.6. The County Council is only able to salt all roads on a precautionary basis and therefore it is necessary to prioritise the roads that are treated. This is carried out using a risk based approach which takes account of traffic flows, route topography (bends and gradients), bus routes, community links, collision record, key facilities, previous salting. Roads are scored against these criteria and prioritised to establish the extent of the salting network which is based on optimising fleet capacity. This element of salting is known as our precautionary salting network, which covers approximately 40% of the road network, is generally treated when forecast or prevailing conditions are such that ice is expected to form on road surfaces. In line with the County Council winter maintenance policy we do not as a matter of course provide precautionary treatment to footways.
- 3.7. In addition to the precautionary salting network and only during periods of severe weather the remaining road network (including footways) are treated, this is known as the secondary salting network. Our capacity to treat the secondary network will be subject to prevailing weather conditions & resource capacity. The precautionary salting network will always remain our first priority. The secondary network is treated on a time lapsed basis i.e. following prolonged periods of ice or snow and is prioritised around importance of the route whether it be road or footway. Schools are taken into account on the secondary salting priority list but if in an unclassified cul-de-sac may remain untreated for up to 7 days.

Report Ends

Appendix 2 – Non-Key Decision Report for 20mph limits around schools

Transport for Buckinghamshire

Buckinghamshire County Council

Non-Key School Travel Planning Issue For Decision of Cabinet Member for Transport

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|-------------------------------------|--|
| Date | 28 th July 2009 |
| Title | 20mph limits around schools in Buckinghamshire |
| Author | Rebecca Dengler |
| Electoral Divisions Affected | All |
| Recommendation | The Cabinet Member is invited to agree that 20mph limits around schools should not be implemented as a blanket approach. Schools should be assessed on an individual basis depending on their particular issues. |
| Resources Appraisal | There will be budget impact to the Transportation Service because schools will be assessed on an individual basis with funding being considered from within the budget allocations when required. |

Summary

1. Currently the School Travel Planning Team carries out requested site visits with schools that have an active Level 3 School Travel Plan to assess issues that have been highlighted. The School Travel Advisor will discuss the most appropriate solutions with the school and assist the school to decide on which one(s) to pursue further. This could be a 20mph limit, however other solutions are usually deemed more appropriate and cost effective. It is important to note that enforcing 20mph limits is difficult without regular police speed monitoring. *See Appendix 1 for more detailed information.*

If it is deemed appropriate to pursue a 20mph limit, a study will need to be undertaken in the first instance by the school or community to discover the actual speed of traffic in the area (for example using Speed Indication Devices). It is possible that speeds are already below 20mph, therefore it may not be necessary to pursue the proposal any further.

2. The Team Leader for School Travel Planning attended the Schools Policy Advisory Board on Monday 9th March 2009 in order to discuss whether there is a need for 20mph speed limits outside of schools. Information was presented to the Board regarding the current process in Transportation for assessing school issues, and more detailed information was also presented on what is required to implement 20mph limits/zones. *See Appendix 1.*

The Schools Policy Advisory Board agreed that whilst there is an Education Policy for 20mph limits around schools, there should not be a blanket approach to 20mph limits and that schools should be assessed on an individual basis. *See Appendix 2.*

3. If 20mph limits are considered the most appropriate solution to help resolve the issues of an individual school, funding will need to be sought for the scheme. If funding is sought from the Transportation Service, the scheme will have to be prioritised against other proposed schemes. *See Appendix 3.*

Equalities Impact Assessment

This report is covered by the EIA for School Travel Planning

Background Papers

Supporting information can be found in the Appendices:

1. Information given to the Schools Policy Advisory Board, Monday 9th March 2009.
2. Minutes from the Schools Policy Advisory Board, Monday 9th March 2009.
3. Extract from the Buckinghamshire County Council website regarding 20mph limits/zones.

For further information please contact: Rebecca Dengler on 01296 383902.

Approved:

(Head of Service)

Date:

Decision Taken:

(Cabinet Member)

Date:



20mph zones around schools

1. Current Transportation policy for 20mph zones around schools:
 - Schools with a Level 3 School Travel Plan (STP) (or working on a travel plan) can have a site assessment with a School Travel Advisor (STA) to discuss issues.
 - School and STA agree on appropriate potential measures or initiatives that could help to resolve the issues. This could be introducing a 20mph zone, but other solutions are normally deemed more appropriate.
 - Schools write Award Bid showing how the issues have been identified, what potential solution(s) has been proposed and how it shows value for money. The bid also highlights how the proposed measure(s) would help the school to achieve the aim, objectives and targets that have been set in their STP.
 - The bid is sent out to a number of representatives from the Transportation Service and also to other stakeholders for comments.
 - If the bid is approved, money has to be secured either from the Transportation Service or elsewhere.

2. Information on 20mph limits:
 - 20mph Zones - a 20mph Zone must be self-enforcing – this is usually achieved using either vertical or horizontal traffic calming measures. There must be a zone entry sign but there cannot be any repeater signs or carriageway transfers or roundels. The traffic calming features within a zone do not require their own signs. There is relaxation of lighting demands for traffic calming features and the vertical measures can be constructed at an angle across the road.
 - 20mph Limits - a 20mph Limit uses signs only. These have to be repeated throughout the limit. If additional speed enforcements are used they must be signed separately. 20mph limits would only be considered where the speeds are already low, 85%ile of up to 24mph.
 - Variable Limits - it is possible to use variable speed limits in certain locations, for example outside schools. These have to have entry and exit signs that clearly state the time that the 20mph limit applies. They do not need to be self-enforced. Outside of schools the limits are only advisory at the beginning and end of the school day

- o Variable limits are being trialled elsewhere in the country and also abroad (for example Australia), mainly in urban areas. The School Travel Planning Team is currently investigating these timed limits further.
 - o Some of the trial areas have static signs, whereas others have got flashing warning signs which only come on during the hours that the limits are in operation. The flashing signs are however far more expensive.
3. Points to consider:
- Is a 20mph zone/limit the most appropriate solution to a school's issues?
 - o For example, in 1997 a 20mph limit was implemented by Hamilton Primary School in High Wycombe. Around this time other schools were running initiatives to encourage safe and sustainable travel to school. Results from surveys carried out at the schools showed that Hamilton Primary School had less success in terms of encouraging sustainable travel to school (i.e. walking & cycling) than those who had not had the 20mph limit.
 - There are nearly 270 schools around the county, if a blanket approach to 20mph zones/limits were taken how would this be funded? It would take a long time to implement, how would the decision be made on prioritising the order of which schools would have the measures implemented first?
 - If only some schools were trialled with a 20mph zone/limit, how would these schools be prioritised?
 - If areas around schools were deemed as already being self-enforcing (i.e. were only suitable for driving at 20mph or less), why would the 20mph zone/limit be needed?
 - If 20mph zones/limits were introduced, the majority of sites would most likely need traffic calming to ensure that they were self enforcing. This would be very costly, i.e. one road narrowing can cost in the region of £5K- £20K (*cost estimate taken from BCC Traffic Calming Portfolio*).

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For more information on School Travel Planning, please visit:

www.buckscc.gov.uk/travelchoice (and click on 'School Travel Plans').

Appendix 2

Schools Policy Advisory Board

Draft Minutes

Monday 9th March 2009 10.00 am
Mezzanine Room 2, County Hall, Aylesbury

11.10 8. [20MPH Speed Limits Outside Schools](#) PDF 24 KB

Andrew Walker, Governor of Chepping View Primary and Westfield/ Rebecca Dengler, Team Leader, School Travel

Minutes:

The acting Chairman welcomed Rebecca Dengler, Team Leader, School Travel to the meeting. Rebecca Dengler distributed information about 20mph zones around schools, and told the Board the following:

- There are 4 members of staff whose role it to work with schools to help them develop the schools travel plans.
- Any travel issues around the school should be highlighted in the school travel plan.
- Schools with a Level 3 School Travel Plan (STP) (or working on a travel plan) can have a site assessment with a School Travel Advisor (STA) to discuss issues.
- The School and STA agree on appropriate measures or initiatives that could help to resolve the issues. This could be introducing a 20mph zone but other solutions are normally deemed appropriate.
- Schools must submit a bid, showing how the issues have been identified, how the proposed measure(s) would help the school and show value for money.
- Bids are sent to representatives from the Transportation Service and other stakeholders for comments.
- If the bid is approved, money has to be secured from the Transportation Service or elsewhere such as Local Area Forums (LAFs) delegated budget.
- 20mph zones must be self enforcing (only suitable for driving at 20mph or less)
- It is possible to use variable speed limits in certain locations and these are trialled elsewhere in the country.
- If 20mph zones/limits were introduced the majority of sites would most likely need traffic calming to ensure that they were self enforcing. This would be very costly.
- Currently 55% of schools have a travel plan.
- The government offers a one off grant to schools to write a travel plan. This equates to approx £5000 for a primary school and £10000 for a secondary school to spend on school sites.
- 2009/10 is the final year the government will be providing this funding.

The Cabinet Member for Achievement and Learning suggested that the information on the funding and timescales be included on the School Bulletin.


Andrew Walker said that it is important to raise the profile of school travel plans to ensure they are recognised and considered in other Service areas such as planning. The Cabinet Member for Achievement and Learning asked the officer how closely the school travel team work with the road safety team and the officer informed the Board that the school travel team took over initiatives initially ran by the road safety team and that they work jointly in areas such as planning.

Members were minded to AGREE subject to ratification at the next meeting that there should not be a blanket policy on 20mph zones but that they should be considered as a possible solution where appropriate.

Appendix 3

The following information is taken from: www.buckscc.gov.uk/bcc/transport/20mph_limits.page?

Buckinghamshire County Council



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Speed limits - 20mph

20mph speed limits may now be introduced in urban areas by either:

- The introduction of a 20mph traffic calmed zone, or
- The introduction of a signed 20mph restriction

20mph zones

- Must have in place a significant number of speed reducing features which are able to reduce the speed of most traffic to average speeds of 20mph throughout the zone.
- A Traffic Regulation Order (TRO) is required to give effect to the zone.
- Although signed on entry, repeater signs must not be used within the zone, as the limit should be self-enforcing, removing the need for police enforcement.
- Due to the high implementation costs associated with the levels of traffic calming usually required, priority will only be given to those sites where significant numbers of casualties are occurring. This will inevitably restrict the number of zones but will ensure the effectiveness of those schemes introduced.



When are 20mph zones implemented?

- 20mph zones will typically be used only as part of Local Safety Schemes, Safer Routes to School schemes, Home Zones or town centre pedestrianisation schemes.

20mph limits

- Can be introduced where traffic speeds are already restricted by natural constraints ie the layout and alignment of the road, where existing speeds are already low and traffic calming measures are not needed.
- Repeater signs must be used to prevent confusion with 30mph speed limits imposed by virtue of street lighting.
- As with 20mph zones, a TRO is required to give effect to the limit.
- Our resources will be directed to those sites where injury accidents are occurring.

The Department for Transport advice emphasises the need for caution to be exercised when considering 20mph limits. Our experience suggests that signed-only limits have little or no effect on reducing traffic speeds.

For more information call 0845 2302882 or email hoc@buckscc.gov.uk

Appendix 3 – Indicative costs of 20mph zones/limits

Different types of 20mph limits vary in cost. For example:

- 20mph zones/limits must be self enforcing and will therefore require traffic calming measures. One road narrowing can cost in the region of £5,000 - £20,000 (*cost estimate taken from the BCC Traffic Calming Portfolio*).
 - Variable 20mph limits are time restricted and can be applied at the beginning and end of the school day only. These do not need to be self enforced. Each location will vary in measures required; each will need signs and possibly lighting and will require a Traffic Regulation Order. The cost for each site could be in the region of £5,000 - £10,000, however this could vary significantly depending on the location.
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