1. PURPOSE OF REPORT

   1.1 To inform members of the proposals to introduce 20mph speed limits and zones outside all schools.

   1.2 To seek approval to progress and implement the delivery of the proposed schemes.

2. RECOMMENDATIONS

   2.1 That the Cabinet notes and ratifies the proposals and identifies financial resources to deliver the proposals set out in this report.

MAIN TEXT INCLUDING ALTERNATIVES CONSIDERED/ CONSULTATION CARRIED OUT

   3.1 A decision was made at the meeting of the Council on the 14th October 2009 to ‘introduce as a priority, a mandatory and enforceable 20 miles an hour speed limit on all roads outside schools in the borough’.
3.2 Out of the total eighty one schools within Rochdale there are currently thirty six within 20mph zones, with a further two being promoted this year (Middleton Technology School and Elmwood Primary). The remaining 43 schools are located within either residential areas or fronting classified roads. To meet the decision in 3.1 the type of treatment proposed would vary dependant on the school location, this could be a permanent 20mph speed limit/zone, part time 20mph speed limit, part time advisory speed limit or a combination of all three.

3.3 Types of limits –

- 20mph speed limit - requires the introduction of a Traffic Regulation Order (TRO) with associated road signs and repeater signs.
- 20mph Zone - also requires the introduction of a TRO but must be made self enforcing by the use of traffic calming features.
- Part time 20mph speed limit - requires a TRO but will also require special authorisation from the DfT.
- Advisory limits - do not require the use of a TRO but may require DFT approval dependant on the type of signage used.

3.4 There are two schools where it would be impractical to introduce reduced speed limits; one school is St John’s Thornham which is situated on an un-made lane and the second being Hamer County Primary School which is located just off a dual carriageway on the Primary route.

3.5 There are sixteen schools fronting classified A and B roads or roads which form part of the strategic network within Rochdale. The introduction of full time (24 hour per day 7 days a week) mandatory 20mph speed limits on the strategic network would contradict the statutory duty to ensure the expeditious movement of traffic.

3.6 To balance the competing demands of keeping traffic moving and improving the safety around schools on the strategic network, it is proposed that all of the mandatory 20mph speed limits on A and B roads will be ‘part time’. The timing of each is likely to cover a 30-45 minute period at the start and end of each school day.

3.7 It is proposed that the control of the part time 20mph speed limits will be by the use of signage with amber corner flashers, the timings will be controlled via a central computer that can modify the times remotely.

3.8 Signage to accompany such ‘part time’ limits is still in its infancy across England and Wales and any signs will require special authorisation from the DfT. Early discussions with the DfT have indicated a willingness to grant special authorisation to sites within Rochdale.

3.9 Schools within residential areas will be subject to a 20mph zone with traffic calming features such as flat top and round top speed humps.
(where appropriate). These zones will be restricted to an area outside the school entrances, dependant on the geographical layout around each school.

3.10 In addition to the ‘part time’ 20mph speed limits and 20mph zones it is proposed to introduce a number of advisory part time limits; these will be located at known routes to schools on the strategic network. The following criteria will be used to determine which routes are appropriate for this type of intervention;

i Routes on classified roads fronting 20mph zones
ii Routes on classified roads with existing crossing points adjacent schools

3.11 A priority list has been developed based on recorded personal injury accidents involving children within a 250m radius of each school. This priority list takes into account the severity and type of accidents giving a ranking on a point’s basis. Informal speed surveys have also been carried out at drop off and pick up times; these results have also been fed into the list to determine which schools have the greater need to reduce vehicle speeds. See appendix A for full ranking.

3.12 As part of this program it is intended to review and update the waiting restrictions outside the schools affected, this is to be carried out to control parking and protect visibility at key locations such as around entrances or junctions.

3.13 Draft scheme proposals have been developed for all schools and are available for inspection by contacting the report author.

3.14 Consultation – Statutory consultation will be carried out in accordance with the Road Traffic Regulation Act 1984 and the Highways Act 1980.

3.15 Enforcement – The 20mph speed limits will require enforcement by GM Police, support will be sought as part of the statutory process.

Consultation proposed

3.16 Consultation – Statutory consultation will be carried out in accordance with the Road Traffic Regulation Act 1984 and the Highways Act 1980.

4. FINANCIAL IMPLICATIONS

4.1 The cost of implementing the proposals as outlined is estimated at £1,033,000, this would include the introduction of the following:
   - ten part time 20mph speed limits,
   - nineteen 20mph zones,
three part time 20mph speed limits with 20mph zones,
five advisory 20mph speed limits with 20mph zones,
four 20mph limits on existing traffic calmed areas.

4.2 The actual cost could vary, depending on meeting the requirements of the DfT in obtaining special authorisation and the number of objections received.

4.3 The service has previously implemented 5 20mph zones outside schools at a cost £124,000 and these were funded from a DfT allocation for local safety schemes.

4.4 There is currently no DfT funding in this area for 2011/12. The capital budget available for 2011/12 has strict conditions enforced by DfT which mean it is for improving the existing highway network only.

4.5 The only option for funding this scheme would be additional capital funding. There will however be a 10% or £103,300 borrowing cost associated with this. For this to be met within the existing Highways & Engineering revenue budget, reductions within other areas of the service will need to be made. Options available are noted below:

- reduction in the budget provision for festive lights (2011/12 budget £93,200).
- reduction in the budget provision for planned maintenance schemes devolved to townships (2011/12 budget £214,800)

5. LEGAL IMPLICATIONS

5.1 There is a requirement to secure special authorisation from the Department for Transport in relation to the ‘part time’ mandatory and advisory signage, as signs are not included within the Traffic Signs and General Directions.

5.2 Each proposed change of speed limit either part time or full time will require a Traffic Regulation Order under the Road Traffic Regulation Act 1984, as will any amendments to and introduction of any waiting restrictions.

5.3 Introduction of any traffic calming will need to be advertised in accordance with the Highways Act 1980.

6. PERSONNEL IMPLICATIONS

6.1 There are no personnel implications arising as a result of this report.

7. RISK ASSESSMENT IMPLICATIONS
7.1 There are no specific risk issues for members to consider arising from this report.

7.2 Not to implement the proposals as outlined in the report would have road safety implications around schools.

8. EQUALITIES IMPACTS

8.1 *Workforce Equality Impacts Assessment*

There are no workforce equality issues arising from this report.

8.2 *Equality/Community Impact Assessments*

There are no equality/community issues arising from this report.

9. PROGRAMME FOR DELIVERY

9.1 See Appendix B for the delivery program.

9.2 A number of sites will require special authorisation from the Department for Transport. As this process is outside of our control and there is no formal timescale, this could have an effect on the delivery of some of the proposals.

9.3 There is a statutory obligation to ensure adequate publicity to persons likely to be affected; should such consultation lead to the receipt of formal objections then this may result in a delay to the implementation of schemes.

9.4 To minimise the risks associated with resolving objections, permission is sought in this instance to amend the scheme of delegation to allow objections to be resolved by the Director of Highways in consultation with the Portfolio Holder for Highways.

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<td>Contact A D Lees ext 4582</td>
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<td>Proposed scheme drawings</td>
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