



Committee and date
Environment and Services
Scrutiny Committee

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Item

7

Public

Petition for a 20mph speed restriction in Highley

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1. Summary

- 1.1. This report is intended to provide background information to the Environment and Services Scrutiny committee in response to the following petition received by Shropshire Council from Highley Community Primary School:
- 1.2. **“ We the undersigned, would like to see a 20mph speed limit introduced on Redstone Drive, Highley, near to the local school. We believe this will go some way towards ensuring the safety of the children of Highley”.**
- 1.3. There is an approved process for raising and submitting community road safety concerns such as that outlined above through Shropshire Council's Road Safety Policy.
- 1.4. The Road Safety Policy was designed to take on road safety concerns not specific requests, enabling Shropshire Council to determine the most appropriate level and type of intervention using the expertise that it has access to.
- 1.5. A submission has been made by Highley Parish Council for a 20mph speed limit on Redstone Drive in the vicinity of the school. Shropshire Council has allowed for a wider remit to the existing request to ensure the best opportunity for enhancing road safety in this location.
- 1.6. If this scheme is prioritised for design funding in 2016/17, Shropshire Council will liaise with Highley Parish Council and Highley Primary School to further understand and gauge where the main issues lie to enable a comprehensive, and appropriate, scheme to be developed which may or may not include a 20mph speed restriction.

2. Recommendations

- To progress with the submission made under the Road Safety Policy, and
- If prioritised for funding, to develop an appropriate scheme on Redstone Drive which may or may not include a 20mph speed restriction.

REPORT

3. Road Safety Policy

- 3.1. Shropshire Council's Road Safety Policy (2013) enables town and parish councils to take a primary role in filtering road safety concerns generated by the local community. Members of the general public are encouraged to approach town and parish councils directly with any road safety concerns. Town and parish councils accept these concerns first and then submit those that they support (and consider there to be a level of shared community concern) to Shropshire Council. Town and parish councils can submit up to five 'community led concerns' to Shropshire Council three times each year.
- 3.2. Shropshire Council does not look to town and parish councils to submit desired solutions; just communication of road safety concerns i.e. issues affecting vehicle, pedestrian or cyclist safety. Traffic engineers then use expertise and a toolkit of possible measures to determine the best, and most appropriate, measure to mitigate concerns. This may not always be a speed restriction. Further information on defining an appropriate scheme is contained later in this briefing note.

4. Community led concern submission for Highley

- 4.1. For Highley, a community led concern was logged under the Road Safety Policy in May 2015 for a 20mph speed limit on Redstone Drive. However, in July, Shropshire Council attended a road safety presentation by Highley Primary school which highlighted a wider spectrum of road safety concerns on Redstone Drive in relation to indiscriminate parking and pedestrian movements. As a result, the local engineer has allowed for a wider remit to the original request. The submission now allows for a whole traffic management approach. This will be reviewed later this month as part of the annual prioritisation process for schemes to be considered for funding for design in 2016/17.

5. Prioritisation

- 5.1. Where the necessary support is evident, potential schemes are subject to a county wide prioritisation process to secure the necessary funding to undertake preliminary design and investigation work. On an annual basis, area teams across the county review the recommendations for schemes put forward and score them against a range of indicators that are embedded within the objectives of Shropshire Council's Community Strategy and Local Transport Plan. These are briefly outlined as follows:

Table 1: Prioritisation themes and indicators

Theme	Indicators
Accessibility	Degree of benefit for vulnerable road users
	Is the scheme part of a wider network plan?
Network management and modal shift	Will a scheme have strategic traffic benefits?
	Potential to reduce the impact of transport on the local environment and communities
	Potential for modal shift
Economy and environment	Will the scheme support economic growth?
	Potential to reduce carbon emissions or have other environmental benefits
Local support	Is the concern identified in the Parish / Town's Place Plan?
	Does the scheme relate to a concern highlight through a recent school travel plan or directly from a school?
Deliverability	Known factors that may limit the potential for a scheme to be delivered (i.e. land acquisition)
	Potential for other necessary highways work to be carried out as part of the scheme
Safety	Separate scoring framework relating to network hierarchy and the number and severity of reported injury accidents in the last three years
Cost (additional score)	If external funding is available (i.e. developer contributions, CIL etc.)
	If future maintenance burden is low

5.2. A weighting factor is assigned to each of the six assessment criteria themes to allow for differentiation between those criteria that are more significant in achieving the aims of the Local Transport Plan. The following weightings are listed in priority order (highest first) and have been approved by the Portfolio Holder for Highways and Transport:

5.3. A weighting factor is assigned to each of the six assessment criteria themes to allow for differentiation between those criteria that are more significant in achieving the aims of the Local Transport Plan. The following weightings are listed in priority order (highest first) and have been approved by the Portfolio Holder for Highways and Transport:

- Safety
- Deliverability
- Local support
- Network management and modal shift
- Accessibility

5.4. The submission of this petition will strengthen the local support element that forms part of the prioritisation process.

6. Defining an appropriate scheme

- 6.1. The Road Safety Policy framework enables Shropshire Council traffic engineers to consider what traffic management measures will best address a defined problem taking account of road function, existing traffic and accident data and community led concerns. Further liaison is typically undertaken with key stakeholders as part of this process.
- 6.2. The Road Safety Policy is based upon a 'toolkit' of measures available for use by Shropshire Council's traffic engineers, enabling individual sites of concern to be looked at and the most appropriate traffic management intervention for that site determined. The use of speed restrictions is only one measure within the toolkit that can be used to address road safety.
- 6.3. Where a speed restriction is considered, the DfT Circular 01/2013 "Setting Local Speed Limits", is used to aid decision making. It states that speed limits should:
- be evidence-led and self-explaining;
 - seek to reinforce people's assessment of what is a safe speed to travel, and
 - encourage self-compliance.
- 6.4. Shropshire Council's approved technical guidance note on 20mph speed restrictions recommends that 20mph speed restrictions must be implemented with clear objectives and an understanding of potential future liabilities. There are a number of key considerations that need to be taken into account if such schemes are to be progressed:
- Is a 20mph speed restriction the most suitable measure to implement to address a defined problem?
 - Is it likely to have a measurable and positive speed reducing effect?
 - Is there something that would better address the community's concerns?
 - Is implementation of a 20mph speed restriction going to need additional physical measures to promote self-compliance and is this suitable in this location?

7. Risk Assessment and Opportunities Appraisal

7.1. Risks

- Lack of a transparent process and inconsistencies across the county could pose a risk to the reputation of the authority.
- Pursuit of less appropriate highway measures could raise expectations at other locations. Shropshire has a diverse highway network and schemes need to be appropriate to highway function and user needs.

7.2. Opportunities

- The Road Safety Policy and associated prioritisation process supports the appropriate allocation of capital funds and the delivery of the right outcomes:
- The prioritisation process gives Community Led Concerns and officer led proposals a ranked position allowing funds to be targeted to the highest scoring schemes first.
- The ethos of Policy is to use the expertise that Shropshire Council has access to designing the most appropriate intervention for a given concern; on this basis overall scheme cost is not taken into account until after preliminary design work has taken place.

7.3. Consultation

- Shropshire Council's Road Safety Policy that was approved by Shropshire Council's Cabinet on 20th February 2013, following consultation with all Shropshire Council Members and town and parish councils. Community led concerns are submitted by town and parish Councils in line with this policy.
- Once a design programme has been approved, local traffic engineers will respond to those Town and Parish Councils that have made submissions to inform them of whether a scheme will be progressed or not. If prioritised for funding, Shropshire Council will liaise with Highley Parish Council and Highley Primary School to further understand and gauge the main issues on Redstone Drive.

8. Financial Implications

8.1. This report refers to a potential scheme funded through the Integrated Transport Block element of the Department for Transport's annual grant settlement. In particular, the prioritisation approach is to inform a programme of design work that will be commissioned to Mouchel under the Term Engineering Contract. Once initial design and investigation work has taken place, a further decision will be taken on what schemes are to be taken forward to construction and form the next year's work programme for Shropshire Council's term contractor, Ringway.

9. Conclusions

- 9.1. Shropshire Council has set a robust framework in place to handle and consider road safety concerns from its residents. This framework is based upon demonstrable local support for the concern and the development of appropriate levels and type of intervention, where possible.
- 9.2. The concern raised about road safety on Redstone Drive in Highley will be dealt with in accordance with this framework.

List of Background Papers (This MUST be completed for all reports, but does not include items containing exempt or confidential information)

- Shropshire Council's Road Safety Policy. Access via:
<http://www.shropshire.gov.uk/highways-and-traffic/road-safety-in-shropshire/shropshire-council-road-safety-policy/>
- Decision Making Session by Portfolio Holder for Highways and Transport Friday, 20th December, 2013: Proposed Approach for the 20mph speed restrictions to be incorporated into Shropshire Councils Road Safety Policy. Accessed via: <http://shropshire.gov.uk/committee-services/CeListDocuments.aspx?Committeeld=292&MeetingId=2608&DF=20%2f12%2f2013&Ver=2>

Cabinet Member (Portfolio Holder)

Simon Jones - Portfolio Holder for Highways and Transport

Local Member

Dave Tremellen – Shropshire Council Local Member for Highley

Appendices