

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (WAVERLEY)

DATE: 21 March 2014

LEAD OFFICER: Duncan Knox

SUBJECT: Road Safety Policy Update

DIVISION: All divisions in Waverley

**SUMMARY OF ISSUE:**

To present to the Local Committee a draft update to the County Council's policy on setting local speed limits and a new draft policy to address road safety outside schools, including school crossing patrols.

RECOMMENDATIONS:

The Local Committee (Waverley) is asked to review, and provide comments on the draft policies. Comments will be taken into account prior to the policies being submitted to the County Council's Cabinet for approval.

REASONS FOR RECOMMENDATIONS:

Local Committees are responsible for most highway and transport matters in their areas, including speed limits and road safety measures outside schools. This report presents new road safety policies with respect to speed limits and road safety outside schools for comment by the Local Committee prior to submission to the County Council's Cabinet for approval.

1. INTRODUCTION AND BACKGROUND:

- 1.1 In January 2013 central government issued new national guidance for local authorities on setting speed limits (Circular 01/13). Consequently the County Council's own policy has been reviewed to take into account the latest national policy, and to improve Surrey's existing policy and procedure.
- 1.2 One of the most frequently expressed road safety concerns is that of the safety of children outside schools. Fortunately the number of child casualties in the vicinity of schools is comparatively small, but the perceived danger to children on busy roads on the school journey, especially in the vicinity of a school, can prove to be a barrier to more walking and cycling. Consequently a new policy "Road Safety Outside Schools" has been created to set out how the council will respond to such concerns. This may become especially important in light of the schools expansion programme.
- 1.3 The County Council's policy on school crossing patrols has also been reviewed and updated, and forms part of the "Road Safety Outside Schools" policy. The new policy has been designed to ensure that the County Council's limited resources for the provision of school crossing patrols is maintained and prioritised at sites where they are most needed.

2. ANALYSIS:

Setting Local Speed Limits

- 2.1 It is proposed that with respect to setting speed limits, the County Council's scheme of delegation will remain the same (repeated below for easy reference), but that the speed limit policy be updated.

"Local Committees will be responsible for the following:

To agree local speed limits on county council roads, within their area and to approve the statutory advertisement of speed limit orders, taking into account the advice of the Surrey Police road safety and traffic management team and with regard to the County Council Speed Limit Policy." (SCC Scheme of Delegation Part 3 Section 2 paragraph 7.2, b(iii)c).

- 2.2 The new draft policy "Setting Local Speed Limits" is included within Annex A. The new policy highlights the key point that simply changing a speed limit with signs alone will not necessarily be successful in reducing the speed of traffic by very much if the prevailing mean speeds are much higher than the proposed lower speed limit. For the first time the new national guidance (Circular 01/13) provides formulas that can be used to predict the likely change in mean speeds from a change in speed limit using signs alone. The new policy contains tables that have been generated using these formulas, and a threshold is shown within the tables, below which a new lower speed limit with signs alone would be allowed. For cases where existing mean speeds are above the threshold shown in the table, then supporting engineering measures will need to be considered alongside any reduction in speed limit.
- 2.3 The new policy indicates that new 20 mph speed limits using signs alone will be allowed where existing mean speeds are 24 mph or less. Additional supporting engineering measures will need to be considered where existing mean speeds are above 24 mph in order to get speeds down. This is the same

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as the new national guidance (Circular 01/13), and is a change to Surrey's existing policy where 20 mph speed limits using signs alone are only allowed where existing mean speeds are 20 mph or less.

- 2.4 With regard to speed limits outside schools, the new policy advises that there should always be an overall assessment of the safety issues outside a school to investigate and define the problem rather than consideration of the speed limit in isolation. For example the problems being experienced may be associated with inconsiderate parking or difficulties in crossing a road that will not be solved through a change in speed limit on its own. The new policy advises that the new "Road Safety Outside Schools" policy should be referred to instead.
- 2.5 The new policy contains a requirement that the Surrey Police Road Safety and Traffic Management Team is consulted on all proposed speed limit changes, and that its views are contained within any report to the Local Committee considering the change in speed limit. The Police Road Safety and Traffic Management Team has been consulted and is supportive of the new policy.
- 2.6 Following speed surveys and feasibility work, the Area Highways Manager will present a report to the Local Committee with recommendations for a change in speed limit, or not, along with supporting engineering measures, if required, based on the new policy. If the Local Committee disagrees with the recommendations presented to it by the Area Highways Manager, and wishes to proceed with an alternative option, then the issue must be submitted for decision by the Cabinet Member for Transport, Highways and Environment.
- 2.7 The new policy advises that speed surveys should be undertaken after a new speed limit has been introduced to check whether it has been successful. If it has been unsuccessful in reducing speeds to a level below the threshold in the table, then another report will be submitted to the Local Committee for it to consider whether any further engineering measures should be introduced. An alternative could be to remove the new lower speed limit and return to the original or different, higher speed limit. Again if the Local Committee disagrees with the recommendations presented to it by the Area Highways Manager, and wishes to proceed with an alternative option, then the issue must be submitted for decision by the Cabinet Member for Transport, Highways and Environment.

Road Safety Outside Schools

- 2.8 Fortunately the number of child casualties outside Surrey's 507 schools is comparatively small. For example in the seven year period from 2005 to 2011 there were 42,598 personal injury casualties recorded by the police (an average of 6,085 per year). Of these, 6% (2,747) were child casualties (an average of 392 per year). A total of 351 of these took place within 250m of the school gate, during school journey times (about 50 per year).
- 2.9 Nonetheless the perceived danger to children on busy roads on the school journey, especially in the vicinity of a school, can prove to be a barrier to more walking and cycling.
- 2.10 Therefore a new policy has been developed "Road Safety Outside Schools" (included within Annex B) that sets out the process that will be used by Surrey County Council for investigating and responding to concerns about road safety outside schools. The aim is to reduce the risk of collisions, and to make the

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road feel safer in order to improve the attractiveness of walking and cycling to and from schools.

- 2.11 The new policy highlights that local committees are allocated funding for highway improvements, and that the perceived problems will be investigated by county council officers who will then report back to the local councillors. The policy also highlights that schools and parents have a vital role to play in child pedestrian and cycle training, and encouraging responsible attitudes to using motor vehicles as children grow older. Therefore an assessment of the road safety education provided within a school and the school travel plan will always be undertaken alongside an assessment of the road safety situation outside the school gate.
- 2.12 The new draft "Road Safety Outside Schools Policy" incorporates the Council's policy on school crossing patrols. The aim of the policy is to ensure that the provision of school crossing patrols is maintained and prioritised at sites where they are most needed, within the existing budget allocation.
- 2.13 At the time of writing there are 69 school crossing patrols operating within Surrey, with a further 18 approved sites vacant. It is the intention of the County Council to continue with an existing budget of £206,000 to support all approved school crossing patrol services at maintained schools. It is proposed that a charge of £3,000 per year will be made to academies, independent and free schools, to cover salary and training costs.
- 2.14 National guidance advises that school crossing patrols should not operate where there is a light controlled crossing already in situ as this is a duplication of resources and could cause confusion. Therefore it is proposed that the small number of sites in Surrey where this is the case will be reviewed and subject to risk assessment from April 2014, and may be relocated or withdrawn.
- 2.15 If a new light controlled or zebra pedestrian crossing is installed (or installed nearby to) where a school crossing patrol is currently operating, then the service will be reviewed and may be relocated or withdrawn after a provisional period of 3 months. Requests for new school crossing patrols where there are already light controlled or zebra crossings will not be approved. If there is a request for a new school crossing patrol where there is a pedestrian refuge, this will be subject to risk assessment.
- 2.16 Whenever a vacancy arises at an existing school crossing patrol site or a request for a new site is received, then the site will be risk assessed before a decision is taken to recruit a new or replacement school crossing patrol. Where there is insufficient funding for new or vacant sites then a waiting list will operate and future funds will be allocated on a priority basis. In the absence of central funding being available, schools will have the option to pay for the service themselves via alternative means at a cost of £3,000 per year.
- 2.17 If a school leadership disagrees with a decision by the County Council in relation to a school crossing patrol, then a meeting will be held with the school staff and governing body to explain the reasoning behind the decision. The school staff and governing body will then have the right to appeal to the Cabinet Member for Transport, Highways and Environment if they wish.

3. OPTIONS:

- 3.1 The draft policies are presented to the Local Committee for comment. Options for changes to the policies will be taken into account before the policies are submitted to the County Council's Cabinet for approval.

4. CONSULTATIONS:

- 4.1 Surrey Police Road Safety and Traffic Management Team has been consulted on the draft policies. As well as being submitted to all 11 of Surrey's local committees for comment, the policies will also be subject to public consultation.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The draft policies aim to ensure an efficient process for considering changes to speed limits, or additional road safety measures outside schools. The new policies also aim to ensure that new highway measures are selected that will be effective in tackling the identified problem. The cost of a change in speed limit or new highway measures will always be presented to local committees for decision on whether to invest their local allocation.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 An equalities and diversity impact assessment has been completed for the "Setting Local Speed Limits" policy. Consequently the policy has been amended to include specific mention of vulnerable road users such as children, older people and those with mobility impairment within road casualty analysis which is completed in order to inform upon the need for speed management measures. The policy has also been amended to include the fact that speed reducing features could also form part of improved facilities for vulnerable road users such as pedestrians, cyclists, children and older people.
- 6.2 An equalities and diversity impact assessment is being completed for the "Road Safety Outside Schools Policy", and will be completed before the policy is submitted to county council cabinet.

7. LOCALISM:

- 7.1 The draft policies highlight the fact that it is the local committee within each area who will decide upon any changes to local speed limits, and whether to invest in any additional highway measures outside schools.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	Effective speed management and road safety improvements will help to tackle antisocial driving as well as reduce road casualties.
Sustainability (including Climate Change and Carbon Emissions)	Improving safety and reducing the fear of traffic in the vicinity of schools and on the journey to school will help encourage more walking and cycling to school, and so will help reduce carbon emissions from vehicles.
Corporate Parenting/Looked	None

After Children	
Safeguarding responsibilities for vulnerable children and adults	None
Public Health	Effective speed management and improvements to safety outside schools will reduce the risk of road casualties. Reducing the fear of speeding vehicles and the fear of traffic will encourage more walking and cycling which improves the health of participants.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 The County Council's policy on setting local speed limits has been updated in light of new government guidance, and in order to improve the existing assessment procedure. A new policy "Road Safety Outside Schools" has been developed to tackle concerns over road safety outside schools. As part of this the school crossing patrol policy has been updated to ensure that the provision of school crossing patrols is maintained and prioritised at sites where they are most needed, within the existing budget allocation.

The Local Committee (Waverley) is asked to review, and provide comments on the draft policies. Comments will be taken into account prior to the policy being submitted to the County Council's Cabinet for approval.

10. WHAT HAPPENS NEXT:

- 10.1 Comments from local committees, and comments received following public consultation will be taken into account prior to the policy being submitted to the County Council's Cabinet for approval.

Contact Officer:

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Consulted:

Surrey Police

Annexes:

Annexe A: Setting Local Speed Limits

Annexe B: Road Safety Outside Schools

Sources/background papers:

Setting Local Speed Limits, Department for Transport Circular 01/2013

Speed Enforcement Policy Guidelines 2011 to 2015: Joining Forces for Safer Roads, The Association of Chief Police Officers

School Crossing Patrol Service Guidelines, Road Safety Great Britain, June 2013



Setting Local Speed Limits

Surrey County Council's Policy



1. Introduction

The aim of the County Council is to set speed limits that are successful in managing vehicle speeds and are appropriate for the main use of the road. Reducing speeds successfully may reduce the likelihood and severity of collisions, and can help to encourage more walking and cycling. This can help to make communities more pleasant places to live, and can help sustain local shops and businesses. The desire for lower speeds has to be balanced against the need for reasonable journey times and the position of the road within the county council's Strategic Priority Network.

The purpose of this policy is to explain the roles, responsibilities and the procedure that will be followed by Surrey County Council when deciding whether to change a speed limit. The policy also provides advice and guidance on the factors and additional supporting measures that may be needed to ensure successful management of vehicle speeds.

This policy has been developed with reference to national policy issued by central government "Setting Local Speed Limits, Department for Transport Circular 01/2013" and national policy issued by the Association of Chief Police Officers, "Speed Enforcement Policy Guidelines 2011 to 2015: Joining Forces for Safer Roads".

2. Key Principles

National speed limits

The three national speed limits are:

- the 30 mph speed limit on roads with street lighting (sometimes referred to as Restricted Roads)
- the national speed limit of 60 mph on single carriageway roads
- the national speed limit of 70 mph on dual carriageways and motorways.

These national speed limits are not, however, appropriate for all roads. The speed limit regime enables traffic authorities like Surrey County Council to set local speed limits in situations where local needs and conditions suggest a need for a speed limit which is different from the national speed limit. For example while higher speed limits are appropriate for strategic roads between main towns, lower speed limits will usually apply within towns and villages. A limit of 20 mph may be appropriate in residential areas, busy shopping streets and near schools where the needs and safety of pedestrians and cyclists should have greater priority. Changing from the national speed limit on a road will require that speed limit repeater signs are provided along the route to indicate the new speed limit.

Decision making and responsibilities

Within Surrey decisions over most highway matters including setting speed limits are delegated to local committees of elected county council and borough/district councillors. There is a local committee in each of the 11 boroughs and districts within Surrey. Each local committee is provided with an annual budget from Surrey County Council for highway improvements throughout their area, and then the local committee decides where best to invest their budget in response to local concerns to tackle congestion, improve accessibility, improve safety and support the local economy. Therefore any



proposals for changing speed limits including the signing, legal speed limit order and supporting highway measures would require agreement and allocation of funding by the local committee from their budget for highway improvements.

The county council's Area Highways Team, who report to the local committee, will lead the process to assess a potential change in speed limit. The Area Highways Team will be assisted by the county council's central Road Safety Team and will consult with Surrey Police's Road Safety and Traffic Management Team. The output would be a report and recommendations (in accordance with this policy) for consideration by the local committee, who will then decide whether to allocate funding for a scheme to change the existing speed limit or not.

Speed limits and speed management

Experience shows that changing to a lower speed limit on its own will not necessarily be successful in reducing the speed of traffic by very much if the prevailing mean speeds are much higher than the proposed lower speed limit. If a speed limit is set too low and is ignored then this could result in the majority of drivers criminalising themselves and could bring the system of speed limits into disrepute. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources. It is also important to set reasonable speed limits to ensure consistency across the country.

Therefore speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.

20 mph speed limits and zones

Within the latest central government guidance issued by the Department for Transport (Circular 01/2013) there is greater encouragement for local authorities to introduce more 20 mph schemes (limits and zones) in urban areas and built-up village streets that are primarily residential, to ensure greater safety for pedestrians and cyclists.

Circular 01/2013 emphasises that research into signed-only 20 mph speed limits shows that they generally lead to only small reductions in traffic speeds. Signed-only 20 mph speed limits are therefore most appropriate for areas where vehicle speeds are already low. If the mean speed is already at or below 24 mph on a road, introducing a 20 mph speed limit through signing alone is likely to lead to general compliance with the new speed limit. Table 2 shows the likely reduction in mean vehicle speeds following the implementation of a signed-only 20 mph speed limit.

Where the existing mean speeds are above 24 mph then a 20 mph scheme with traffic calming measures (known as a 20 mph zone) will be required. Research has shown that 20 mph zones with traffic calming measures have been very effective in reducing speeds and casualties, may encourage modal shift towards more walking and cycling and may result reductions in traffic flow on the road as vehicles choose alternative routes. However traffic calming measures are more expensive and are not always universally

popular. Table 1 shows the likely reduction in mean vehicle speeds following the implementation of a 20 mph zone with traffic calming.

It is possible to implement 20 mph schemes across an area that consist of a combination of physical features on some roads (where existing speeds are high), and signs alone on other adjoining roads (where speeds are already low).

Research has shown that mandatory variable 20 mph speed limits that apply only at certain times of day (using an electronic sign) are not very effective at managing vehicle speeds. Surrey police do not support 20 mph speed limits that are not generally self enforcing. The electronic variable message signage that would be required for a mandatory variable 20 mph speed limit would also place an additional maintenance burden on the county council for little benefit. Therefore Surrey County Council will not support the use of new mandatory variable 20 mph speed limits.

Speed limits outside schools

Requests are often made for lower speed limits outside schools as a result of concerns over the safety of children outside schools. It is the policy of Surrey County Council that there should always be an overall assessment of the safety issues outside a school to investigate and define the problem rather than consideration of the speed limit in isolation. For example the problems may be associated with inconsiderate parking or difficulties in crossing a road that will not be solved through a change in speed limit on its own. Therefore the county council have published a separate policy "Road Safety Outside Schools" that describes how concerns over road safety outside schools will be investigated.

School leadership and parents also have a vital role to play in ensuring the safety of children on the journey to school. Therefore an assessment of the road safety education provided within the school and the school's travel plan will always be undertaken alongside an assessment of the road safety situation outside the school gate.

Department for Transport regulations now allow the use of advisory "20 when lights show" with amber flashing lights on the approach to schools. However the influence of these signs on vehicle speeds is likely to be minimal and is not enforceable as it is an advisory sign, not a compulsory change in the speed limit. Regulations do not permit amber flashing lights to be used on the approach to signal controlled crossings or zebra crossings.



3. Procedure to decide whether to change a speed limit

STEP 1: Request to change a speed limit is received

Any requests to change speed limits should be submitted to Surrey Highways via www.surreycc.gov.uk or by calling 0300 200 1003. The Area Highways Team will then consider the request and if necessary will consult with the local member and local committee to decide whether to proceed with a full speed limit assessment. Reference will be made to the position of the road on the county council's Strategic Priority Network. If necessary the local committee may need to allocate funding for the speed limit assessment to be completed (to pay for speed surveys for example).

The Area Highway Team will determine the extent of the road to be assessed. The length of road over which a speed limit change is being considered should be at least 600m. This should ensure against too many speed limit changes that could be confusing to the motorist within a short space of road. However in some cases a slightly shorter length may be suitable where existing highway or roadside features provide a natural threshold which may complement a change in speed limit.

STEP 2: Measure existing speeds and analyse road casualty data

The Area Highways Team will commission one week automatic surveys of vehicle speeds (in both directions) in order to gather comprehensive data on existing mean vehicle speeds on the road. Several different speed survey locations may be required for longer stretches of road. If automatic surveys of vehicle speeds are not possible then a sample of speeds will be undertaken using a hand held speed measuring device at different times of the day to ensure the sample is representative.

Research has shown that reduced vehicle speeds reduce the risk of collision and also reduce the consequences and severity of any injuries, irrespective of the primary cause. Therefore the Road Safety Team will assess the number and pattern of road casualties along any route where a new speed limit is proposed, with particular attention given to vulnerable road casualties such as pedestrians, cyclists, children and older people. This analysis will help inform the need for any speed management measures to reduce the risk of collisions and to reduce the severity of road casualties, especially vulnerable road users.

STEP 3: Compare the existing speeds with the suggested new speed limit

National policy issued by the Department for Transport (Circular 01/2013) provides formulas derived from real examples of speed limit changes to predict the likely impact on traffic speeds of a change in speed limit. Table 2 shows the predicted reductions in mean vehicle speeds following a change to a new lower speed limit using the Department for Transport formulas.

For each speed limit change scenario within Table 2, a threshold is shown by a vertical line. If the measured existing mean speeds are below the threshold then the council will allow a change to a signed-only lower speed limit without supporting measures. If this is the case then proceed to STEP 5.

If the measured existing mean vehicle speeds are above the threshold, then the county council will not allow a lower speed limit without consideration of supporting engineering measures. In this case proceed to STEP 4.

It is anticipated that Table 2 presents data for the vast majority of speed limit change scenarios. However if there happens to be a scenario not covered by the table, then the Area Highways Manager will choose the example in the table that in their opinion provides the closest match to the case in question.

If more than one speed survey has been completed on a longer stretch of road, then it is possible that supporting engineering measures may be required on one part of the road, but not the other. Another option may be to introduce the proposed new lower speed limit on only one part of the road. Caution should be taken in cases where the proposed lower limit is above the existing measured mean speeds as this could have the effect of increasing mean speeds if drivers treat the new speed limit as a target.

Nearly all requests received in relation to speed limits are for a reduction in a speed limit. However though it is likely to be rare, it is also possible to consider a request for an increase in a speed limit. In these cases it should be assumed that this would have the effect which is the exact reverse of the effect of the equivalent speed limit reduction described within Table 2. Extreme care should be taken in any decision to increase a speed limit as this could result in increased speeds and increased risk and severity of collisions.

STEP 4: Conduct feasibility of supporting engineering measures

Where it is found that the existing measured mean vehicle speeds are too great for a signed-only change to a lower speed limit to be successful, then consideration of supporting engineering measures will be required.

The Area Highways Team will commission feasibility work on what measures may be possible. These may include traffic calming such as narrowing the road, chicanes, priority give-way arrangements, central islands, gateways, or vertical traffic calming. Speed reducing features could also form part of improved facilities for vulnerable road users such as pedestrians, cyclists, children and older people. However some forms of traffic calming will not be appropriate on major routes with large traffic flows and heavy vehicles, and it may be the case that speed reducing features and a reduction in speed limit is not always viable or desirable for some strategically important roads. For example vertical traffic calming cannot be used on roads that are 40 mph or greater. Accordingly the feasibility work and decision to change a speed limit will need to take into account the position of the road within the county's Strategic Priority Network.

STEP 5: Consult with Surrey Police Road Safety and Traffic Management Team

As Surrey police are responsible for the enforcement of speed limits it is essential that they are consulted on any proposals to change a speed limit and consideration of supporting engineering measures. Surrey police have a specialist Road Safety and Traffic Management Team who will be presented with the proposals for the new lower speed limit and any supporting engineering measures along with evidence of existing and predicted mean speeds and road casualty analysis.

The views of the police Road Safety and Traffic Management Team will be recorded in writing and included within the subsequent report to the local committee.



STEP 6: Local committee decision and allocation of funding

A report describing the outcome of the speed limit assessment and recommendations will be submitted to the local committee for consideration and decision at one of their public meetings. The report will include:

- a description of the position of the road within Surrey's Strategic Priority Network
- a summary of existing speed survey results
- a summary of the history and pattern of road collisions resulting in injury reported to the police, highlighting especially any vulnerable road users such as pedestrians, cyclists, children and older people
- the predicted speeds following a change in speed limit
- recommendations for a new speed limit and supporting engineering measures if required
- estimated costs of the scheme
- the views of Surrey Police Road Safety and Traffic Management Team

The local committee will then decide whether to proceed with the change in speed limit or not, along with supporting engineering measures (where also recommended). If the committee decide to proceed, then the committee will need to allocate money from their budget to fund the scheme. Alternatively the committee may decide not to proceed because the scheme is not warranted, or because they may have other priorities for investment of their budget at that time.

If the local committee disagree with the recommendations presented to them by the Area Highways Manager and wish to proceed with an alternative option, then the issue must be submitted for decision by the Cabinet Member for Transport, Highways and Environment.

STEP 7: Advertisement of legal speed limit order and implementation

If the local committee decide to proceed with a speed limit change, then in accordance with the Road Traffic Regulation Act 1984, a legal speed limit order will be advertised so that people have the opportunity to comment on the proposals if they wish to. Any objections will be considered in line with the County Council's constitution. Following advertisement, and after any objections are resolved or over-ruled, then the scheme will be implemented by the county council's highway contractors. Alternatively if the objections are upheld, then the scheme will not proceed.

STEP 8: Monitoring of success of scheme

After at least three months following implementation of the scheme, a one week automatic speed survey will be commissioned by the Area Highways Team. The "after" surveys will be undertaken using the same method as the "before" surveys to allow for a direct comparison to check whether the scheme has been successful in reducing vehicle speeds towards compliance with the new lower speed limit. The county council's Road Safety Team will compile data on before and after speed monitoring following speed limit changes so as to inform the need for any updates to this policy.

If the scheme has not been successful in reducing speeds to a level below the threshold contained within Table 2, then the Area Highway Manager will submit a further report to the local committee for consideration and decision at one of their public meetings. The

report will include a summary of the before and after speed surveys and consideration of any further engineering measures that may be possible to encourage greater compliance with the new speed limit. An alternative could be to remove the new lower speed limit and return to the original or different, higher speed limit.

The views of the police Road Safety and Traffic Management team will be sought, recorded in writing and included within the report to the local committee. This will include an explanation of whether any additional police enforcement would be possible to encourage compliance with the new lower speed limit.

If the local committee disagree with the recommendations presented to them by the Area Highways Manager and wish to proceed with an alternative option, then the issue must be submitted for decision by the Cabinet Member for Transport, Highways and Environment.

Tables to Show Predicted Change in Mean Speeds Following a Change in Speed Limit

The following definitions are used in the tables below and are the same as those used nationally by the Department for Transport in relation to setting speed limits. The formulas used to generate the values within the tables are taken from Annex A of “Setting Local Speed Limits”, Department for Transport Circular 01/2013.

Urban – roads with a system of street lighting (three or more lamps throwing light on the carriageway and placed not more than 183 metres apart).

Rural – roads without a system of street lighting described above.

Rural Village – roads without a system of street lighting described above but with 20 or more houses (on one or both sides of the road); and a minimum length of 600 metres; and an average density of at least 3 houses per 100 metres, for each 100 metres.

Table 1 – Predicted change in mean speeds following a reduction to a 20 mph speed limit (with traffic calming)

Measured mean speed before	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Predicted mean speed after	14.9	15.1	15.3	15.5	15.8	16.0	16.2	16.5	16.7	16.9	17.1	17.4	17.6	17.8	18.1	18.3	18.5	18.7	19.0	19.2	19.4

Table 2 – Predicted change in mean speeds following a signed-only reduction in speed limit

Change from urban and rural 30 mph speed limit to 20 mph speed limit (without traffic calming)																					
Measured mean speed before	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Predicted mean speed after	19.9	20.6	21.4	22.2	23.0	23.7	24.5	25.3	26.1	26.8	27.6	28.4	29.2	29.9	30.7	31.5	32.2	33.0	33.8	34.6	35.3
	New lower speed limit allowed					New lower speed limit only allowed with supporting highway measures															
Change from urban 40 mph speed limit to 30 mph speed limit																					
Measured mean speed before	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
Predicted mean speed after	30.5	30.7	30.9	31.2	31.4	31.7	31.9	32.2	32.4	32.7	32.9	33.2	33.4	33.7	33.9	34.1	34.4	34.6	34.9	35.1	35.4
	New lower speed limit allowed					New lower speed limit only allowed with supporting highway measures															
Change from rural village 40 mph speed limit to 30mph speed limit																					
Measured mean speed before	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
Predicted mean speed after	29.3	30.1	30.9	31.6	32.4	33.2	33.9	34.7	35.4	36.2	37.0	37.7	38.5	39.3	40.0	40.8	41.6	42.3	43.1	43.8	44.6
	New lower speed limit allowed					New lower speed limit only allowed with supporting highway measures															
Change from rural village 50 mph or 60 mph speed limit to 30 mph speed limit																					
Measured mean speed before	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
Predicted mean speed after	29.2	29.9	30.7	31.4	32.1	32.8	33.5	34.2	35.0	35.7	36.4	37.1	37.8	38.6	39.3	40.0	40.7	41.4	42.2	42.9	43.6
	New lower speed limit allowed					New lower speed limit only allowed with supporting highway measures															

Table 2 Continued

Change from rural village 50 mph or 60 mph speed limit to 40 mph speed limit																						
Measured mean speed before	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	
Predicted mean speed after	37.5	38.1	38.8	39.4	40.1	40.8	41.4	42.1	42.8	43.4	44.1	44.8	45.4	46.1	46.7	47.4	48.1	48.7	49.4	50.1	50.7	
	New lower speed limit allowed							New lower speed limit only allowed with supporting highway measures														
Change from rural single carriageway 50 mph speed limit to 40 mph speed limit																						
Measured mean speed before	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	
Predicted mean speed after	37.5	38.1	38.8	39.4	40.1	40.8	41.4	42.1	42.8	43.4	44.1	44.8	45.4	46.1	46.7	47.4	48.1	48.7	49.4	50.1	50.7	
	New lower speed limit allowed							New lower speed limit only allowed with supporting highway measures														
Change from rural single carriageway 60 mph speed limit to 40 mph speed limit																						
Measured mean speed before	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	
Predicted mean speed after	38.7	39.4	40.1	40.9	41.6	42.3	43.0	43.7	44.5	45.2	45.9	46.6	47.4	48.1	48.8	49.5	50.2	51.0	51.7	52.4	53.1	
	New lower speed limit allowed							New lower speed limit only allowed with supporting highway measures														
Change from rural single carriageway 60 mph speed limit to 50 mph speed limit																						
Measured mean speed before	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	
Predicted mean speed after	47.6	48.3	49.1	49.9	50.6	51.4	52.2	53.0	53.7	54.5	55.3	56.0	56.8	57.6	58.4	59.1	59.9	60.7	61.5	62.2	63.0	
	New lower speed limit allowed								New lower speed limit only allowed with supporting highway measures													
Changes on rural dual carriageways from 70 mph, 60 mph, or 50 mph to a lower limit																						
Measured mean speed before	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	
Predicted mean speed after	42.8	43.3	43.8	44.4	44.9	45.4	45.9	46.5	47.0	47.5	48.0	48.6	49.1	49.6	50.1	50.7	51.2	51.7	52.2	52.8	53.3	
	New lower 40 mph speed limit allowed								New lower 50 mph speed limit allowed													
Measured mean speed before	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	
Predicted mean speed after	53.3	53.8	54.4	54.9	55.4	55.9	56.5	57.0	57.5	58.0	58.6	59.1	59.6	60.1	60.7	61.2	61.7	62.2	62.8	63.3	63.8	
	New lower 60 mph speed limit allowed																					



Road Safety Outside Schools

Surrey County Council's Policy



1. Introduction

One of the most frequently expressed road safety concerns is that of the safety of children outside schools. At school drop off and pick up times the roads in the immediate vicinity of schools are especially busy and there is usually a high level of vehicle, pedestrian, and cyclist activity. This causes slower vehicle speeds and congestion and very often leads to frustration from residents and motorists at the apparent chaos caused by parents and children arriving or leaving the school.

The purpose of this policy is to set out the process that will be used by Surrey County Council for investigating and responding to concerns about road safety outside schools. The aim is to reduce the risk of collisions, and to make the road feel safer in order to improve the attractiveness of walking and cycling to and from schools.

The county council would like to encourage safe walking and cycling to school, as this is better for the health of children, and reduces congestion and pollution. The perceived danger to children on busy roads on the school journey, especially in the vicinity of a school, can prove to be a barrier to more walking and cycling. This then results in more car journeys and more congestion.

2. Main Principles, Roles and Responsibilities

Local committees allocate funding for highway improvements

Within Surrey decisions over most local highway matters are made by local committees of elected councillors in each District or Borough. Each local committee is provided with an annual budget for highway improvements, and it is for the committee to decide where best to spend their money. Therefore any proposals for highway improvements outside a school will require money from the local committee, and the committee will have to weigh this up alongside other requests for highway improvements at other sites.

The county council's road safety and highways colleagues will assess the site and develop possible solutions

The county council's Community Engagement Team will lead the process to investigate concerns over road safety outside a school, and the county council's local highways engineers, road safety engineering specialists and police road safety colleagues will also be invited to assist. This will result in a report containing options, where possible, to tackle the concerns that were raised. The local committee will then decide whether to allocate money from their budget on any improvements depending upon the extent of the problem, the estimated costs and the funds available.



Schools and parents have a responsibility to provide road safety education and training

Road safety education and training for children is just as important as improving the safety for road users outside schools. Schools and parents have a vital role to play in child pedestrian and cycle training, and encouraging responsible attitudes to using motor vehicles as children grow older. An assessment of the road safety education provided within a school will always be undertaken alongside an assessment of the road safety situation outside the school gate. The county council provide a range of resources for delivering road safety education and training to children and this can be found via www.drivesmartsurrey.org.uk.

Different problems require different solutions

The type of roads and problems will not be the same outside every school. There may be a mix of different problems such as inconsiderate parking, inappropriate vehicle speeds or difficulties in trying to cross the road. Therefore highway improvements provided outside one school will not necessarily be effective or useful outside another school. It will be important therefore to assess and understand the unique problems outside each individual school before any improvements can be developed and agreed.

School Crossing Patrols

A School Crossing Patrol is one possible road safety measure that could be considered when investigating safety issues outside schools. The School Crossing Patrol service is overseen by the county council's Community Engagement Team who ensure that School Crossing Patrols are recruited, trained and appropriately supervised, that adequate records are kept, and that potential sites are risk assessed to ensure that they are appropriate and safe. The operation of the School Crossing Patrol service will be based on the Road Safety GB School Crossing Patrol Guidelines (2010).

The Education and Inspection Act 2006 (section 508A) puts a duty on schools to promote sustainable travel to school and School Crossing Patrols are one option that can contribute to this duty. Whilst the county council's Community Engagement Team oversees the service, day to day management and the first line of management lie with the school.

Any school that has, or receives approval for a School Crossing Patrol will be expected to undertake further road safety education with their pupils and commit to reviewing their school travel plan with help and resources provided by the Community Engagement Team.

The county council will undertake a review of road safety outside a school whenever a school crossing patrol employee leaves their employment. This will

provide an opportunity to assess what solution would be the most effective to improve road safety before taking a decision on whether to recruit a replacement.

National guidance advises that school crossing patrols should not operate where there is a light controlled crossing already in situ as this is a duplication of resources and could cause confusion. Therefore any request for a new school crossing patrol at a site that has a light controlled, or zebra crossing, will not be approved. Existing sites where there is this is the case will be reviewed. If there is a request for a new school crossing patrol where there is a pedestrian refuge, this will be subject to risk assessment.

If a new light controlled or zebra pedestrian crossing is installed (or installed nearby to) where a school crossing patrol is currently operating, then the service will be reviewed and may be relocated or withdrawn after a provisional period of 3 months.

If the outcome of an assessment of road safety outside a school concludes that a School Crossing Patrol is the most appropriate measure at a site, the site will be prioritised as being high, medium or low risk. It is the intention of the Council to fund all approved School Crossing Patrol sites at maintained schools, although this is only possible where there is sufficient funding. If there is a shortfall in available funding, priority will be given to high risk sites, over medium and, in turn, low.

For Independent, Academy and Free schools a charge of £3,000 per annum will be made to cover the cost of salary, uniform and training.

If a school leadership disagree with a decision by county council officers in relation to a School Crossing Patrol, then a meeting will be held with the school staff and governing body to explain the reasoning behind the decision. The school staff and governing body can then appeal to the Cabinet Member for Transport, Highways and Environment if they wish.

3. Procedure to Assess Road Safety Outside a School

STEP 1: Request received

Any request for road safety improvements outside a school will be referred to the council's Community Engagement Team. If necessary the Community Engagement Team will contact the person who made the request to clarify and understand their concerns.

STEP 2: Consultation with local county councillor and highways colleagues

The Community Engagement Team will inform the local county councillor and local highways colleagues of the concerns who will in turn will be able to highlight any issues that have been raised before, and any work that has been completed previously. Consequently the local county councillor will confirm the need to proceed or not with the assessment described in the steps below. If the concerns



are submitted to the local committee (for example by petition), then the local committee will confirm whether or not to proceed with the assessment described in the steps below.

STEP3: School Travel Plan and road safety education assessment

A meeting will be set up with the school to discuss the concerns and to complete an audit of the road safety education provided within the school. The Community Engagement Team will advise the school if there are any gaps in provision and whether the school's travel plan needs to be updated.

STEP 4: Conduct site meeting and produce risk assessment

The Community Engagement Team will arrange a site meeting with key colleagues including the council's local highways engineers, road safety engineering team and Surrey Police Road Safety and Traffic Management Team. A risk assessment will be carried out for the area immediately outside the school. Other nearby points of concern on the journey to school may be assessed too if necessary. The assessment will include analysis of collisions, speeds, and may include the views of the school and comments from road users. The existing road conditions, signing and highway infrastructure will also be checked and noted.

STEP 5: Assess and report upon options

The Community Engagement Team will present a report to the school and local county councillor containing the results of the road safety education assessment and a description of any potential highway improvements along with estimated costs. The Surrey Police Road Safety and Traffic Management team will also be consulted. It will be then for the local committee to decide whether to allocate funding to implement any improvements depending upon the extent of the problem, the estimated costs and the funds available. In some cases improvements may be possible through improved maintenance of the existing infrastructure, rather than through the implementation of new infrastructure. Sometimes there may be money available from developers as a result of the planning process.

STEP 6: Scheme implementation (if the decision is taken to proceed)

If funding is provided by the local committee, then the scheme will be submitted for design and then construction by the county council's highway contractors. A standard road safety audit of the design will also be completed as an integral part of the design process for schemes that involve changes to the highway.

STEP 7: Evaluation and monitoring

Following implementation, the Community Engagement Team will visit the site and will consult with the school and local councillor to check upon the effectiveness of the improvements. A stage three road safety audit involving a

site visit by road safety engineers and police will also be undertaken following implementation.

The diagram below sets out this process.

Flowchart showing the Procedure to Assess Road Safety Outside a School





4. How to Get in Touch about Road Safety Outside a School

If you have concerns about road safety outside a school, please get in touch with Surrey County Council's Community Engagement Team via the county council's contact centre 03456 009 009.

Alternatively you may wish to lobby your local committee to explain your concerns and to ask them to fund road safety improvements outside a school. Information on how to lobby your local committee can be found via www.surreycc.gov.uk or by calling 03456 009 009.