

Speed Policy Review Update

In June 2019 DCC's Corporate Scrutiny Committee published a report which made recommendations about the review of policies that related to the designation of speed limits in our communities. This report is attached for ease of reference. The recommendations were accepted by Cabinet and the Cabinet Member and chief Officer for Highways were tasked to take these forward.

It was intended to bring an update to Corporate Scrutiny in March 2020 but the meeting was cancelled due to the virus outbreak. The update has not therefore been published but I wanted to update everyone on where we are with this work.

A Speed Management Working Group (SMWG) has been formed to manage implementation of the recommendations.

The following is a brief synopsis of the current position with regard to each recommendation which is set out below in bold:

Review and refocus the Road Safety Strategy and current Speed Limits Policy to reflect;

- **The wider consideration of health, sustainable travel and whole environmental impacts of speed management;**
- **Adoption of the safe systems approach;**
- **Inspirations from the TfL Healthy Streets Strategy;**
- **DfT 2013 Speed Limit Policy recommendations**
- **Public consultation on substantial changes.**

The SMWG has reviewed a significant amount of material including evaluation reports of other authorities' speed management schemes and policies. This work will include evaluation of the Newton Abbot 20 mph trial and how new requests for 20 mph schemes should be managed in the meantime and make a recommendation. .

All new residential developments (over 50 houses) to be designed as 20mph.

This is DCC policy for all new developments.

Trial a default residential 20 mph limit in Newton Abbot and Kingkerswell.

The SMWG has reviewed a number of area-wide 20 mph speed limit schemes across the UK.

It particular the group have considered schemes in Brighton, Bristol and London, which have included the major A and B class through roads as well as the residential side roads. Results show collision injury rates dropped significantly; up to 42% and the greatest reductions were on the main roads, resulting in fewer and less severe injuries. Greater reductions in traffic speeds have been achieved; between 3 mph and 10 mph, with the fastest drivers slowing down the most. People said they felt safer; walking and cycling rates increased by up to 20% and more children started walking or cycling to school.

Review the SCARF process to reflect changes made to the Road Safety Strategy and Speed Limits Policy, ensuring local communities have a meaningful and transparent say on proposed local schemes, using a matrix similar to that used in Torbay.

Officers have undertaken an initial review of the SCARF process and will be presenting a proposal to take forward a full review.

There is a need to ensure that the process is more transparent, and that outcomes from reviews must be communicated in a timely manner. The review will also focus on understanding what Town and Parish Councils want, as well as ensuring that they are supported in funding vehicle activated signs for their communities.

Develop a local toolkit that Communities and Town and Parishes can use to create Healthy Streets supporting a hyper local approach to communication on lower speeds as well as practical steps that can be taken in local areas. This should be supported where possible with practical support and training.

Local toolkits produced by other authorities are being reviewed by officers with a view to producing a specific tool for DCC. Lessons learned from the community engagement and promotional campaigns planned for Newton Abbot trial will be used to further develop the toolkit.

DCC to be more open to innovative trials, including associated monitoring, where safe to do so and funding can be secured.

The Authority is supportive to innovation in speed management. The Newton Abbot scheme will trial a new and innovative approach, it will be carefully monitored and reviewed to inform future policy and schemes.

Through Exeter City Council's Sport England Local Delivery Pilot, the County Council is working collaboratively with a range of organisations to 'test and learn' a number of highway initiatives aimed at increasing peoples' physical activity but also creating healthy, low-traffic streets. Working in partnership with communities and schools, the programme will

help local neighbourhoods more easily deliver school streets and play streets . These will help create a safer environment for young people to be more active in, whether playing with friends or travelling to school. This has the potential to be expanded to other parts of the County if they are proven successful.

An innovative project using light touch psychological and physical traffic calming measures outside St Michael's Primary School in Exeter has been approved and implemented. School children undertook a street audit to identify barriers to safety and designed with Sustrans an image of a dragon, which has been marked permanently on the highway – this aims to reduce speed by changing the appearance of the highway and increasing driver awareness of pupils on a main traffic route through the area.

The County Council will also be developing and delivering more modal filters, which can be bollards, planters or bus gates aimed at filtering out different modes of transport. For instance, such filters can enable through access on residential streets for pedestrians and cyclists but not cars, thereby creating a low traffic environment, safer for more active travel.

Improving the approach and processes around Community Speed Watch to include;

- a) Clear lines of communication with County and Parish Councillors as well as local police**
- b) Resolution of the blockages in accessing equipment**
- c) Better access to training for volunteers**
- d) Publicity of other opportunities for people in Devon to volunteer to support local police work including Speed Watch.**
- e) Consideration of a shared database to share and publicise speed offences – e.g. as used in Kent and Sussex.**

To ultimately increase the number of communities involved in the Speed Watch programme.

The initial meeting has been held with a representative of the PCC to discuss how Community Speed Watch may be remodelled to address issues raised in scrutiny report.

A named County Councillor to sit on the Speed Watch Community development group to lead on the planning and development of Speed Watch across Devon.

Sign up to the 'Driving for Better Business' initiative and promote across Devon.

The 'doing what matters' team to take forward the recommendations and report with leaders to ensure maximum impact.

Write to all Devon MPs to encourage Government to push for greater use of Intelligent Speed Adaptation for works vehicles eg. Buses, taxis etc.

These four recommendations will be discussed at the next meeting of the SPWG.