

**SLOWER SPEEDS ALL-PARTY WORKING GROUP REPORT AND  
RECOMMENDATIONS.**

Report of the Director of Place Management

**1. INTRODUCTION**

- 1.1. There has been considerable interest from Councillors in the concept of slower speed initiatives to encourage walking and cycling and improve road safety. Councillors have been concerned both about speeding and encouraging people to stay within the speed limit across the highway network and also about considering appropriate speeds for different areas and in particular encouraging 20mph and reduced vehicle activity in residential areas.
- 1.2. This report provides an overview of the information provided to the all-Party Working Group on slower speed initiatives, a summary of their discussions and a set of recommendations relating to the issues raised.

**2. BACKGROUND**

- 2.1. The motion to Council on 15th July 2021 identified that 20mph speed limits and 20mph zones including those around schools had been used for a number of years in Stockport.
- 2.2. The Notice of Motion went on to propose the establishment of an all-Party Working Group **"to seek to implement a borough-wide 20 mph speed limit on residential roads as soon as possible"** including considering how to identify and manage areas where the lower speed limit may not be appropriate: exploring the trialling of average speed cameras on main roads and seeking the re-establishment of Community Speedwatch in conjunction with Greater Manchester Police. In addition, information was requested regarding the costs and implications for each ward to be assigned a Speed Indicator Device rather than shared at an area committee level and to explore and identify where school crossing patrols could be reintroduced outside schools to further address road safety issues around schools.
- 2.3. Information was also provided with regard to the Council's Road Safety Around Schools programme, Quiet Lanes and the TfGM funded schemes currently being piloted in Stockport i.e. Active Neighbourhoods and School Streets.

**3. THE ALL -GROUP WORKING PARTY**

- 3.1. The members of the All -Group Working Party were Cllr Sheila Bailey, Cllr Oliver Johnstone, Cllr Gary Lawson, Cllr Mark Roberts, Cllr Carole McCann and Cllr Anna Charles-Jones attended the second meeting 26.1.22 on behalf of Cllr Carole McCann. The All -Group Working Party was chaired by Councillor Bailey. The Group has met on three occasions to consider information about the following types of slower speed initiatives and to draw up a set of recommendations involving those initiatives within the remit of the Council.
  - 20mph zones
  - 20mph limits
  - School streets/Active Neighbourhoods

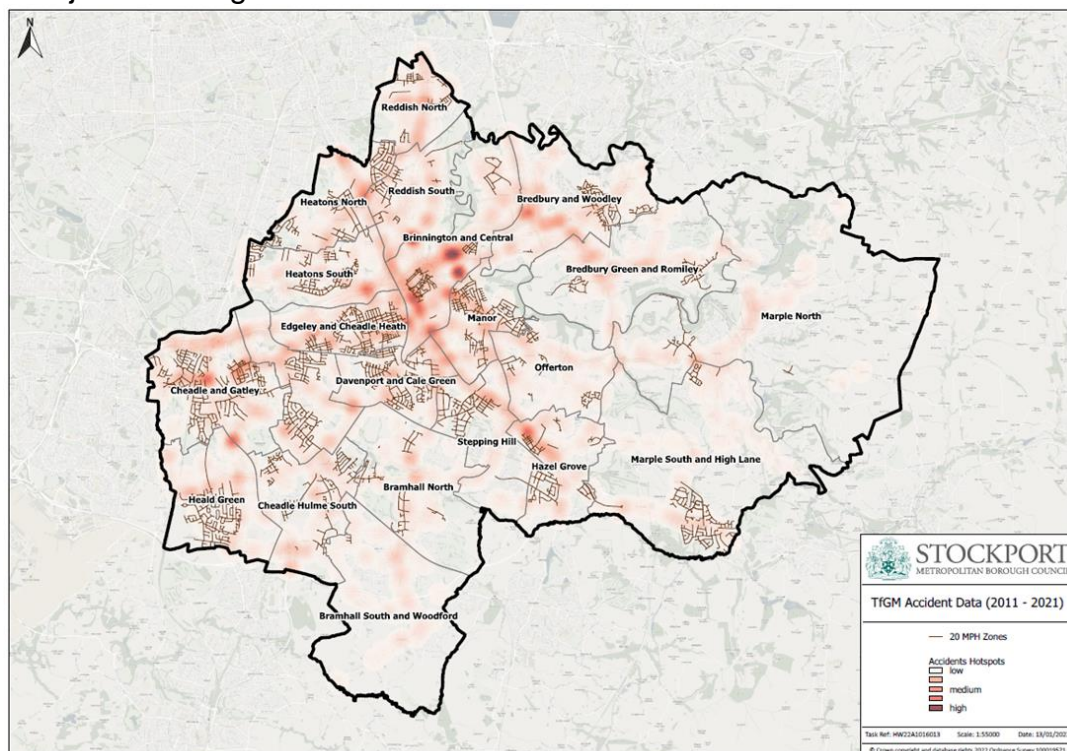
- Play streets
- Quiet Lanes
- Average speed cameras
- SIDs and VASs
- Community speed watch
- School crossing patrols
- Slower speed education initiatives

3.2. Each of these initiatives will be described in greater detail in the following sections of the report.

3.3. The Scrutiny report on the proposed approach to developing Neighbourhood Transport Plans and the development of a Stockport Transport Plan and Local Implementation Plan was shared with group to provide context to the evolving approach for future transport policy in Stockport. It was stated that the developing Neighbourhood Transport Plans would provide greater clarity on the existing highway conditions in Councillors' local areas, an understanding of developing schemes and, working with the local community and businesses, the ability to identify future road safety improvements, in particular, 20mph zones etc for their areas.

#### 4. ACCIDENT INFORMATION

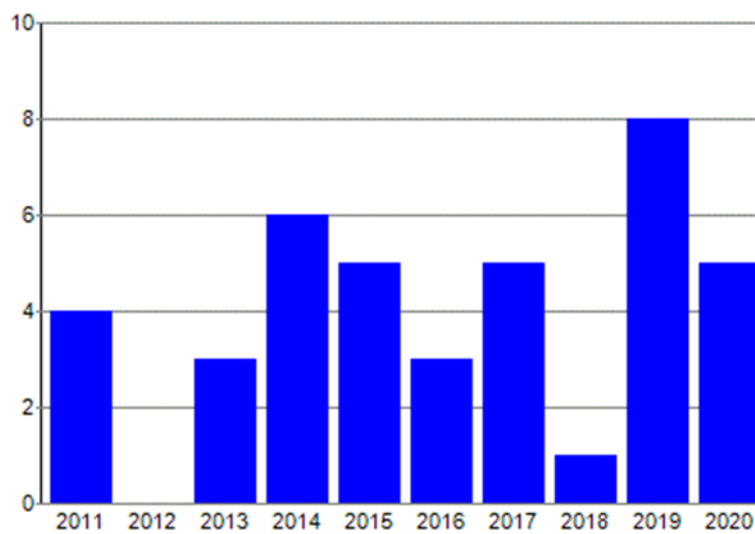
4.1. Information was provided about the number of reported road accidents and casualties in Stockport over the last 10 years 2011 to 2021 and the following map, graphs and tables provide an indication of their location and yearly numbers. The map indicates that a number of accidents occurred on the more major roads e.g. M60 and the A6.



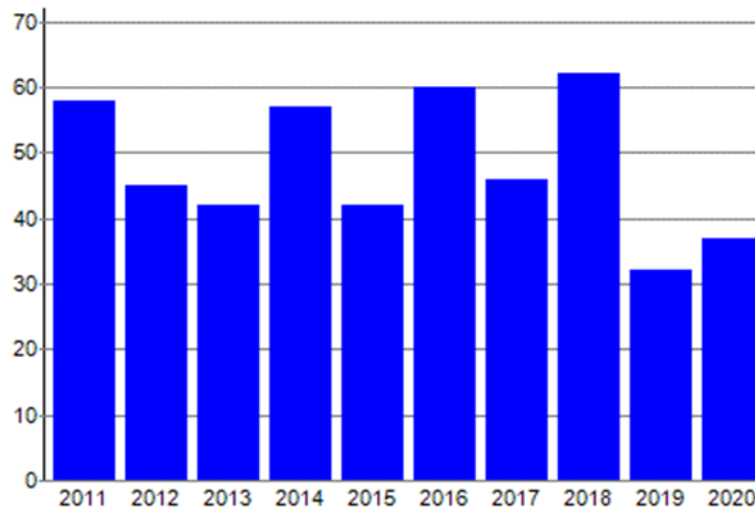
#### 4.2. Accidents all wards by year

year	fatal	serious	slight	total
2011	4	58	378	440
2012	0	45	308	353
2013	3	42	287	332
2014	6	57	235	298
2015	5	42	183	230
2016	3	60	164	227
2017	5	46	230	281
2018	1	62	221	284
2019	8	32	257	297
2020	5	37	145	187

Fatal accidents by year : Stockport - all wards



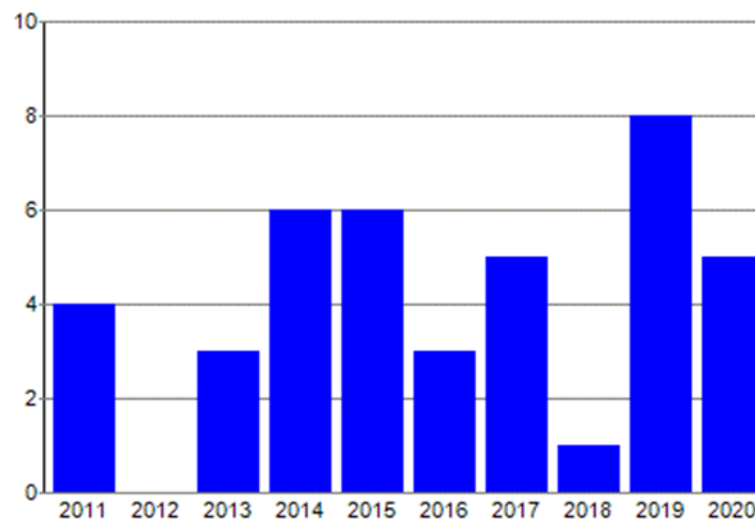
Serious accidents by year : Stockport - all wards



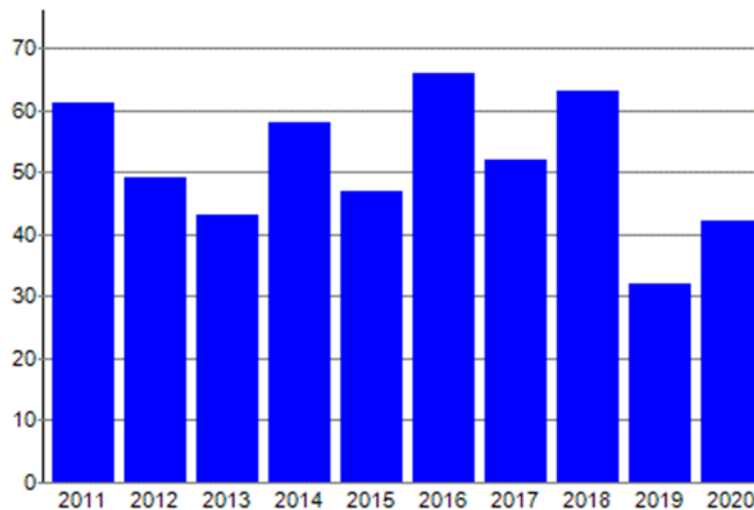
4.3. Casualties all wards by year

year	fatal	serious	slight	total
2011	4	61	526	591
2012	0	49	435	484
2013	3	43	396	442
2014	6	58	341	405
2015	6	47	241	294
2016	3	66	228	297
2017	5	52	314	371
2018	1	63	304	368
2019	8	32	353	393
2020	5	42	209	256

Fatal casualties by year : Stockport - all wards



Serious casualties by year : Stockport - all wards



## 5. SLOWER SPEEDS

- 5.1. Traffic authorities can introduce 20-mph speed limits or zones on:
- major streets where there are, or could be, significant numbers of journeys on foot, and/or where pedal cycle movements are an important consideration, and this outweighs the disadvantage of longer journey times for motorised traffic; and
  - residential streets in cities, towns, and villages, particularly where the streets are being used by people on foot and on bicycles, there is community support, and the characteristics of the street are suitable.
- 5.2. Successful 20-mph zones and 20-mph speed limits are generally self-enforcing, i.e., the existing conditions of the road together with measures such as traffic calming or signing, publicity and information as part of the scheme, lead to a mean traffic speed compliant with the speed limit.
- 5.3. Traffic authorities also have powers to introduce variable 20-mph speed limits that apply only at certain times of day. For example, where a school is located on a major through road which wouldn't be considered suitable for a full-time 20-mph zone or limit.
- 5.4. It is not possible to create a blanket 20mph speed limit/zone under current legislation for residential areas in Stockport. Each area would have to be evaluated and orders designed and advertised individually.
- 5.5. RoSPA (Royal Society for the Prevention of Accidents) supports and encourages the wider use of 20mph limits. 20mph limits are most appropriate for roads where average speeds are already low, below 24mph, and the layout and use of the road also gives the clear impression that a 20mph speed or below is the most appropriate.
- 5.6. RoSPA does not believe that 20mph speed limits are suitable for every road in a local authority area. They should be targeted at roads that are primarily residential in nature and on town or city streets where pedestrian and cyclist movements are high (or potentially high), such as around schools, shops, markets, playgrounds and other areas. Roads which are not suitable for 20mph limits are major through routes.

- 5.7. In 2013, the Department for Transport provided revised guidelines on Setting Local Speed Limits (DfT Circular 01/2013) which advised traffic authorities to keep their speed limits under review with changing circumstances. It also encouraged “the introduction of more 20-mph limits and zones, over time, in urban areas and built-up village streets that are primarily residential, to ensure greater safety for pedestrians and cyclists”.
- 5.8. Speed limit changes can be requested through local Highway Authorities. They are responsible for determining speed limits on the local road network in collaboration with the police force, considering factors such as:
- collision history.
  - road geometry and engineering.
  - road function.
  - existing and potential road users.
  - existing traffic speeds.
  - road environment.
  - impact on community and
  - environmental outcomes.
- 5.9. All speed limits, other than those on restricted roads, are made by order under Section 84 of the Road Traffic Regulation Act 1984 and in accordance with The Local Authorities’ Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 5.10. Specifically, for Stockport Council, the Corporate Director for Place Management & Regeneration will produce an executive report to inform the relevant Area Committee of the findings of the consultation exercise with affected residents and stakeholders. The decision to approve funding for a Traffic Regulation Order (TRO), subject to no objections being received within 21 days from the advertisement date, will be in the hands of the Area Committee. Implementing a TRO is a lengthy procedure because the statutory periods of advertising and consultation must be adhered to.
- 5.11. In Greater Manchester Transport for Greater Manchester (TfGM) hosts and supports the Safer Roads Greater Manchester Partnership which includes the Greater Manchester police and local authorities
- 5.12. The Safer Roads Greater Manchester Partnership largely welcomes initiatives to reduce speeds throughout the Greater Manchester conurbation. The Partnership support the introduction of 20mph zones and limits on the residential road network where the speed limit would be self-enforcing, in that the existing conditions of the road, together with any measures such as traffic calming or signing, should lead to the average traffic speeds being compliant with the speed limit.
- 5.13. The 20mph speed limits will rely on a change in driver behaviour and compliance of regulatory signs to be effective. In common with 20mph speed limits in other authorities, there should be no expectation on the police to provide additional enforcement beyond their routine activity to achieve compliance to the speed limit.

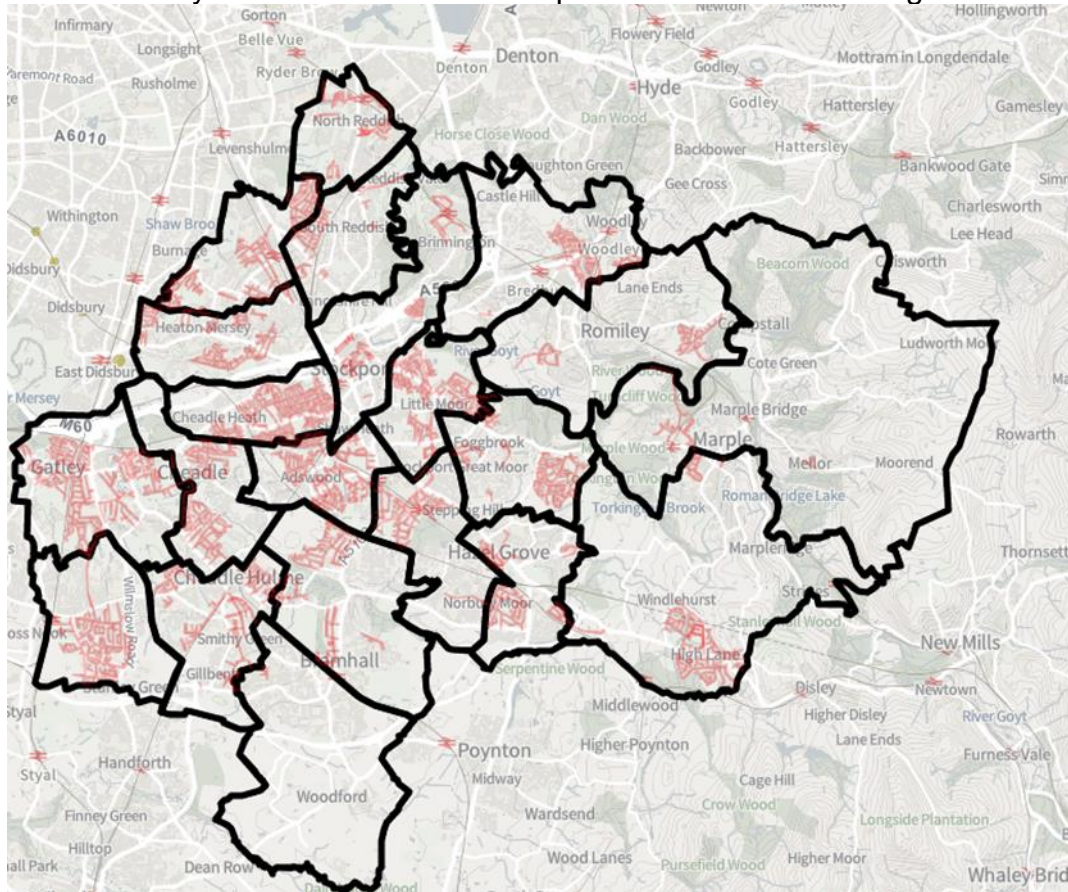
- 5.14. The Safer Roads Greater Manchester Partnership considers the introduction of these schemes in residential areas should be implemented along with education, training and publicity interventions to ensure that public expectations of the likely outcomes are managed.
- 5.15. TfGM and key partners are now looking at Road Danger Reduction and are developing a Road Danger Reduction Strategy. Road danger reduction takes a holistic approach to road safety by looking to tackle road danger by addressing the five key pillars of safe behaviours, safe speeds, safe streets, safe vehicles and efficient post collision response. They recognise for this to be successful the following elements need to be present:
- Community Support is necessary to achieve the full impact from all measures.
  - Communities must be also clearly informed of the limitations of the options available.
  - Police support will remain necessary for enforcement as this is not a devolved area of enforcement.
  - The involvement of Schools will continue to be important in relation to the school run and activities around schools.

## **6. 20MPH ZONES**

- 6.1. 20-mph zones are primarily used in urban areas with high levels of pedestrian and/or cyclist traffic. For instance, town centres and residential neighbourhoods which typically have shops, markets, playgrounds, and schools.
- 6.2. They should be imposed over a network of streets but shouldn't include roads where motor vehicle movement is the primary function.
- 6.3. In accordance with the Traffic Signs Regulations and General Directions 2016, the beginning and end of a 20-mph zone is indicated by a terminal sign. At least one traffic calming measure must be placed in a 20-mph zone and then any combination of the following is required at intervals not greater than 100-metres (unless in a cul-de-sac less than eighty metres long):
- additional physical traffic calming features.
  - upright 20-mph speed limit repeater signs and/or
  - 20-mph roundel markings.
- 6.4. Traffic calming for 20-mph zones is provided under provisions within the Highways Act 1980 and where vertical traffic calming features are provided, The Highways (Road Hump) Regulations 1999.
- 6.5. RoSPA strongly supports the use of 20mph zones as they are an effective means of reducing road crashes and casualties. They are very effective at protecting our most vulnerable road users, including children, pedestrians, and cyclists, and significantly decrease the risk of being injured in a collision. RoSPA encourages their greater use, especially in residential areas
- 6.6. Current 20 mph schemes- <https://maps.stockport.gov.uk/community-transport/index.html>



6.7. The QGIS system shows current 20mph locations in the borough



**7. 20MPH LIMITS**

- 7.1. 20mph limits do not require traffic calming and are signed with a minimum of one terminal sign as close as practicable to the point where a limit begins and ends. The onus is on local traffic authorities to determine the appropriate level of signing provision on a case-by-case basis, although, it is recommended to follow guidance in Chapter 3 of the Traffic Signs Manual.
- 7.2. 20-mph limits are most appropriate for areas where vehicle speeds are already at or below 24-mph and should have a minimum length of 600-metres

**8. COST OF 20MPH INTERVENTIONS**

- 8.1. Estimating the Cost of 20mph zones is affected by a range of factors which impact the ability to estimate robust figures. In 2017 a 20mph speed limit around 1 square kilometre with low density of the streets cost roughly £50k. The Local Distributor was traffic calmed to include it in the zone with about 800m with cushions which cost £55k
- 8.2. Based on the 2017 figures and adding inflation it is therefore possible that a scheme of 1km<sup>2</sup> could cost in the region of £125k and a scheme where only 2 locations were done in each ward would cost in the region £5.25m. Some wards would need a greater number of schemes with related increases in cost.
- 8.3. Between July 2016 and March 2018, a city-wide speed limit network was introduced in Edinburgh. Around 50% of streets were already 20mph but the aim was for this to be increased to 80%. The scale-up of 20mph limits was implemented in four phases across seven areas, with each taking approximately



sixteen weeks. When complete, there were 1572 roads with a 20mph limit which totalled 771 miles or 1240.3 kilometres. The cost of the scheme was £2.76m in 2016 prices which included design, supervision and project management, construction, awareness raising, and speed and traffic volumes but not enforcement or maintenance expenses.

- 8.4. The Department for Transport carried out an interim evaluation of the implementation of 20mph speed limits in Portsmouth in 2010[2] and the scheme costs across 410km road length / 1200 roads / 94% of its network are set out in the table.

Task	Cost (£)
Consultation	20,626
Preparation & Supervision	117,089
Traffic Surveys	14,535
Implementation	420,738
<b>Total</b>	<b>572,988</b>

- 8.5. The 20mph Research Study 2018 took evidence from twelve case studies, comprising a variety of area types, road types and scale. The cost of the schemes ranged from £10,000 to £1.7 million, with larger schemes having higher implementation costs. The costliest elements were staff costs, and costs associated with signs and carriageway markings, including sign production, road painting, and labour costs. Estimates of £250,000 and £300,000 were given for consultation and engagement activities in two of the larger area-wide schemes, with costs relating to the whole city rather than just the area covered by the case studies.

## 9. SCHOOL STREETS

- 9.1. School Streets place a temporary restriction on motorised traffic outside schools at school drop-off and pick-up times. The restriction applies to school traffic and through traffic but allows users with permits (usually residents and blue badge holders) access to the area. Restrictions tend to only be used during school term times and may be daily, weekly or monthly. Restrictions require signs and cones with a steward normally provide by the school.
- 9.2. Transport for Greater Manchester is funding a school street pilot to be implemented by local authorities in partnership with local schools. Stockport Council officers contacted local schools in 2021 to seek nominations for this pilot and eight schools responded. Officers are now investigating potential schemes and will be discussing this with the schools prior to local consultation. It is intended these plots will run over the summer term and into the autumn term.
- 9.3. There is very limited funding for the pilots and no permanent funding has been identified if schools want to keep the temporary schemes.
- 9.4. The schools who responded were:
- St Johns CE Primary - Heaton Mersey
  - St Matthews CE Primary- Edgeley
  - Our Ladys RC- Edgeley
  - St Marys CE Primary- Reddish

- Cheadle Primary school
- Bradshaw Hall Primary
- Adswood Primary
- St Josephs Primary ( town centre- Petersgate)

## 10. PLAY STREETS

10.1. Play streets are resident-led regular temporary road closures that allow children to play on the road outside where they live, with activities restricted to specific days and time durations. Street closures tend to be small scale and restricted to one residential street. Restrictions require signs and cones (or similar) with a steward normally provide by the parents on the street.

10.2. In 2021 there was a Scrutiny Review Panel of the Council's policy for active streets, school streets and play streets. The Active Streets and School Streets Report from the Scrutiny Review. contained the following recommendations:

- **Recommendation One** - That the requirement that event organisers must have public liability insurance in place before operating a play street scheme should be removed and replaced with a suitably worded indemnity clause that encourages residents to take out such insurance but does not mandate it as an absolute requirement.
- **Recommendation Two** - That the need to provide proof of the support of 60% of the households affected be replaced with a more permissive scheme which includes the circulation of a model notification letter that asks those who do not approve of the scheme to contact Network Management with their objections which permits contact via traditional as well as electronic means.
- **Recommendation Three** - That work takes place to develop a hub to support Play Street coordinators and enable sharing of ideas, best practice and advice across the Borough that includes the option of overarching group public liability insurance to cover all applications.
- **Recommendation Four** - That clear, simple and readily accessible publicity materials and how-to guides be developed in a range of formats to support the relaunch of the play streets policy
- **Recommendation Five** - That the school streets and play streets policy including the benefits of active and healthy communities be actively promoted to all communities in Stockport and using all avenues and mechanisms including through the use of all member briefings to engage elected members in the dissemination and promotion of such schemes.
- **Recommendation Six** - That a flexible approach be adopted to the use of barriers and signage that reflects the needs and circumstances of local communities.
- **Recommendation Seven** - That upon adoption, the recommendations of the Panel be implemented as soon as practicable such that pilot and early adopter schemes are able to commence as early as possible.

## 11. QUIET LANES

11.1. Rule 218 of the Highway Code states that Home Zones and Quiet Lanes “are places where people could be using the whole of the road for a range of activities such as children playing or for a community event. You should drive

slowly and carefully and be prepared to stop to allow people extra time to make space for you to pass them in safety”.

- 11.2. The Quiet Lanes and Home Zones (England) Regulations[1], published by the Department for Transport in 2006, define Quiet Lanes as “minor rural roads or networks of minor rural roads appropriate for shared use by walkers, cyclists, horse riders and other vehicles”. Chapter 6 adds clarification to the definition in stating that Quiet Lanes “should be rural in character, though they do not necessarily have to be in a rural area”.
- 11.3. It is recommended that designated Quiet Lanes should have less than 1000 vehicles per day and the 85th percentile speed should be below 35-mph. There are three key elements to a Quiet Lane scheme:
  - Community involvement to encourage a change in user behaviour.
  - Area-wide direction signing to discourage through traffic; and
  - Entry and exit signs to remind drivers that they are entering or leaving a Quiet Lane.
- 11.4. Section 268 of The Transport Act 2000 enables local traffic authorities, such as Stockport Council, to designate roads for which they are the traffic authority as a Quiet Lane.
- 11.5. The Quiet Lanes and Home Zones (England) Regulations 2006 stipulate that local traffic authorities are required to give the community an opportunity to make representations for a period of 21 days before developing a proposal to designate a road. At least one public meeting must be held. This should be followed by a period of consultation, whereby details of the designation proposals are published, to provide consultees with the opportunity to object.
- 11.6. The Regulations permit local traffic authorities to make use orders and speed orders for roads they have designated, subject to the outcome of a consultation.
- 11.7. A use order enables a road to be used for the following purposes:
  - a) Communal.
  - b) Social.
  - c) Cultural.
  - d) Spiritual.
  - e) Educational.
  - f) Entertainment.
  - g) Recreational.
- 11.8. However, such an order may not permit any person to:
  - Wilfully obstruct the lawful use of a road by others; or
  - Use a road in a way which would deny reasonable access to premises situated on or adjacent to the road.
- 11.9. In implementing a use order, local traffic authorities are required to describe:
  - the area to which the order applies on a designated road.
  - the times and days or dates of application and
  - the uses that the order permits.

- 11.10. Speed orders enable the local traffic authority to set a specified speed. Speed orders differ to speed limit orders under Section 84 of the Road Traffic Regulation Act 1984 in that they do not impose speed limits for enforcement purposes.
- 11.11. In implementing a speed order, local traffic authorities are required to:
- state which classes of vehicle the speed order is targeting.
  - describe the measures that the traffic authority will take with a view to reducing the speed of the specified classes of vehicle; and
  - specify the speed below which the measures are intended to constrain the speed of the specified vehicles.
- 11.12. Once a designation, use or speed order has been made the local traffic authority is required to give notice in writing to the emergency services and those who objected. The notice should be published in a local newspaper and made available for inspection in accordance with Schedule 2.

## **12. AVERAGE SPEED CAMERAS**

- 12.1. In Greater Manchester there are a number of speed camera which are provided in accordance with criteria agreed by the Safer Roads Greater Manchester Partnership in accordance with national guidance. Recently there has been considerable interest in enforcing speed limits along sections of road using average speed cameras. The attached report in appendix. 1 provides a detailed review of the current position.

## **13. SPEED INDICATOR DEVICES (SIDs) AND VEHICLE ACTIVATED SIGNS (VASs)**

- 13.1. Transport for London Study found an overall speed reduction of 1.4mph was detected across all sites whilst the SIDs were activated. This is a similar to the reduction of 1.3mph found in the University of Reading report (Poulter & McKenna, 2005). The speed reduction at all sites was significantly better than no effect. There is evidence that after the 1st week of installation the impact on speeding reduces. In general, there was no lasting effect after the SID was removed. A small reduction in speeds remained at those sites where the SID had most effect when in place.
- 13.2. The evaluation of Vehicle Activated Signs (Winnett et al, 2002) suggested that the size of effect and how long the effect lasts depends on the type of site. In sites classified as residential, the SID was significantly more effective at reducing speeds than at sites where there was a combination of commercial and residential land. A larger effect was also observed at sites without parking and at sites with a lower traffic flow (fewer than 7,000 vehicles per day).
- The Procurement process for SIDs is ongoing current estimates received for 12 units is £50k. As a result, we would expect 21 to cost in the region of £100k.
  - These devices would also have an annual cost for management including moving them, data evaluation and report writing.

## **14. COMMUNITY SPEED WATCH WITH POLICE SUPPORT**

- 14.1. Community Speedwatch (CSW) is a locally driven initiative where active members of the community join together with the support of the Police to monitor speeds of vehicles using speed detection devices. Vehicles exceeding the speed limit are referred to the Police with the aim of educating drivers to reduce their speeds.
- 14.2. Volunteers receive appropriate training and are supported by the police. The scheme aims to cater for the problem of real or perceived speed related offending, and through partnership with the community it is to be used in circumstances that are necessary, justifiable and proportionate in order to:
- Reduce death and injury on the roads
  - Improve the quality of life for local communities
  - Reduce the speed of vehicles to the speed limit
  - Increase public awareness of inappropriate speed
- 14.3. Currently there is no information on GMP website on this initiative at the present time.

## **15. SCHOOL CROSSING PATROLS**

- 15.1. School Crossing patrols provide a valuable service to our community in Stockport. They're provided to assist children walking to school who need to cross busier roads where there are generally no controlled crossing facilities available.
- 15.2. They are not necessarily directly outside a school but could be anywhere on a direct route to a school. They will usually be there between the hours of 8am to 9:15am and 3pm to 4pm during school term time. Cost per site is approximately £5 400.
- 15.3. At the present time there are 32 SCPs and 1 supervisor at the following locations:
- Councillor Lane/Demmings Rd, Cheadle
  - Church Road/Birch Rd, Gatley
  - Cross Road/outside Bolshaw Primary, H/Green
  - Outwood Rd/outside Outwood Primary
  - Queens Rd/Buckingham Rd, C/Hulme
  - Station Rd/Ramillies Ave, C/Hulme
  - Schools Hill/Daylesford Ave, Cheadle
  - Hulme Hall Rd/Claremont RD, C/Hulme
  - Yew Tree Rd/Hursthead Rd, C/Hulme
  - Lyndhurst Ave/Stokesay Drive, Hazel Grove
  - Lyndhurst Ave/Carrisbrooke Rd, H/Grove
  - Dean Ln/Rutland Rd, H/Grove
  - Ladythorn Rd/Dairyground Rd, Bramhall
  - Hulme Hall Rd/School Drive, C/Hulme
  - Church Ln/All Saints, Marple
  - Bowden Ln/School Gate, Marple
  - Commercial Rd/Butley St, H/Grove
  - Dialstone Ln/Lisburne Ln, Great Moor
  - Stockport Rd/Arden Park, Bredbury
  - Osborne St/School Gates, Bredbury

- Berrycroft Ln/opp sch entrance, Bredbury
- Sandy Ln/outside sch, Romiley
- Greave Rd/Werneth Rd, Greave
- Redhouse Ln/outside sch, Bredbury
- Broadstone Hall Rd/Sch gates, Reddish
- Windmill Ln/Mill Ln/Reddish
- Edgeley Rd/St Lesmo Rd, Edgeley
- Southwood Rd/Claremont Rd, Great Moor
- Shaw Heath/Wellington Grove, Stockport
- Bramhall Ln/Cale Green, Stockport
- Green Ln/Sch gates, H/Norris
- Maudelth Rd/Thornhill Rd, H/Moor

#### 15.4. Vacancies of Crossing Patrols

Location	Number years vacant approximately
Brown Lane/Prospect Vale, Heald Green	Over 2 years no interested applicants
Bramhall Lane/ Dorchester Road, Hazel Grove	Over 2 years no interested applicants
Stockport Road/The Drive, Marple	4 months – no applicants
Stockport/Hilltop Ave, Marple	Over 2 years, no applicants
Bosden Fold/Bosden Ave, Hazel Grove	Over 3 years , no applicants
Dialstone Lane/Magda Road, Offerton	Over 3 years no applicants
Mile End Lane/Lowndes Lane, Offerton	5 months, no applicants
Harrytown/Highfield Road, Bredbury	Over 2 years – applicant in process
Harrytown/Clapgate, Bredbury	Over 3 years, no applicants
Bredbury Green/Hatherlow, Bredbury	Over 2 years- no applicants
Compstall Road/Stock Dove, Romiley	Over 2 years, no applicants
Bramhall Lane outside St Georges Primary, Stockport	5 months no applicants
Rostrevor Road outside St Ambrose Primary, Adswold	Over 4 years, applicant invited to interview last year but pulled out.
Clifton Road/Mauldeth Road, Heaton Mersey	5 months – no applicants

- 15.5. Recruitment has been affected by the pandemic, with less applicants than expected however there is generally not a problem with retention of staff once they are in post.
- 15.6. The role is suited to someone who has retired and is looking to top up their pensions and to fill their time, the split shifts, short hours and term time only working make it difficult to recruit.
- 15.7. Jobs are advertised using the council recruitment policy and are advertised on the council website, additionally local councillors are contacted termly via e-mail asking to support the recruitment campaign through their social media accounts.

#### 16. SLOWER SPEED EDUCATION INITIATIVES

- 16.1. There are a number of slower speed education initiatives at a national, Greater Manchester and local level including information campaigns, training schemes and targeted enforcement action.
- 16.2. Stockport Council officers visit local schools to provide cycle and pedestrian training and various other events including - Child Speedwatch, Year 6 pupils record traffic speeds on a local road using speed guns. Pupils:
- look at what factors affect vehicle stopping distances
  - calculate average speeds from their work with the speed guns
  - consider what may cause road collisions
- 16.3. National Speed Awareness Course – TfGM run. If you are caught speeding, the police give the opportunity to go on a course to help you keep to the speed limit



in future. It costs £90, but participants do not have to pay the normal £100 fine, and do not get points on their licence.

## **17. ACTIVE NEIGHBOURHOODS**

- 17.1. Trial schemes, funded by TfGM are currently being considered in the Heaton, Romiley and Cheadle Hulme/Cheadle Heath. An evaluation of these schemes will be carried out and residents consulted on whether they wish the scheme, or a modified version of it, to become permanent. These schemes can be used as a means of introducing 20mph limits/zones in the area designated.

## **18. OPPORTUNITIES FOR FUNDING**

- 18.1. Funding for these slower speed initiatives may come from a variety of sources including capital bids or grants, section 106 developer contributions and council or delegated budgets.
- 18.2. In recent years there have been specific opportunities provided by Transport for Greater Manchester to bid for funding for active neighbourhoods and school streets to pilot the concept. In addition, funding for active neighbourhoods and some 20mph zones was able to be included in the Mayoral Challenge Fund bids for walking and cycling schemes where appropriate.
- 18.3. 20mph zones have also been created as part of previous major transport schemes including TCAP - the Town Centre Access Package and the A6 to Manchester Airport Relief Road Complementary and Mitigation schemes. 20mph zones have also been included in the A34 Major Road Network bid following consultation.

## **19. FINANCIAL AND RISK ASSESSMENT CONSIDERATIONS**

- 19.1. The report identifies the funding needs of the different options and identifies the potential funding streams that would need to be considered for the delivery of the initiatives where funding is not already in place.

## **20. LEGAL CONSIDERATIONS**

- 20.1. The report identifies the legal activities which would need to be undertaken to bring in to effect the different types of speed initiatives identified. There would therefore be a demand on the resources of the Legal Department as part of this work.

## **21. HUMAN RESOURCES IMPACT**

- 21.1. It is expected that the schemes would be developed and delivered within the current resources of the Council. However, it is recognised that were there is partnership working with others such as the Greater Manchester Police that some proposals will be impacted on by their resources as well as the Councils.

## **22. EQUALITIES IMPACT**

- 22.1. The draft Equality Impact Assessment identifies that the proposals would currently be expected to have a positive or neutral impact on the groups involved. This will need to be kept under review as the recommendations progress to ensure that this remains the case.

## **23. ENVIRONMENTAL IMPACT**

- 23.1. The Environmental Impact Assessment indicates the potential to encourage the use of sustainable transport for local journeys through the provision of a safer and more attractive environment for the use of these modes. This modal shift has the potential to improve local air quality.

## **24. RECOMMENDATIONS FROM THE ALL-PARTY WORKING GROUP**

- 24.1. The All-Party Working Group discussed the information provided in this report in detail and agreed the following recommendations.

**24.1.1. Neighbourhood Transport Plans and Stockport's Local Transport Strategy** - It is intended that the recommendations from the Working Party will be incorporated in the work being undertaken to develop a Stockport Local Transport Strategy. Councillors supported the development of the Neighbourhood Transport Plans as described in the Scrutiny report and recognised how they could provide a clear focus on implementation of the 20mph proposals.

**24.1.2. Slower speed including 20mph zones, limits, and quiet lanes** - The Working Party recommended the introduction of 20mph speed limits/zones/quiet lanes in residential areas where this was supported by local councillors, residents, and businesses, the assumption being that 20mph limits/zones would be identified by Councillors and officers to either add to existing schemes or introduce new ones as soon as possible, either through external additional funds or incorporated as part of other significant highway investment.

**24.1.3. Active Communities Strategy, Climate Change Strategy and Local Development Plan** - It is recommended that every opportunity is sought to identify funding through S106 agreements, grant funding wherever possible and to take opportunities to incorporate 20mph limits within other infrastructure schemes i.e. cycle ways. In order to make this integral to all relevant decision making it is proposed that the recommendations from this working party are incorporated, as soon as possible, into the Council's Active Communities Strategy (health benefits), Climate Action Now (environmental benefits) and the Local Development Plan (to ensure 20mph limits/zones are automatically part of all future developments (housing, businesses, cycleways etc.).

It is further recommended that the target of all residential roads having 20mph limits unless there are reasons not to, i.e. decisions made at a local level, is incorporated in the Portfolio Report and that an annual report is brought to the Communities and Housing Scrutiny Committee.

**24.1.4. School Streets** - Councillors supported the pilot school street schemes funded by TfGM and recommend that Officers report back on the schemes once implemented.

**24.1.5. Play Streets Scrutiny Review** - Councillors supported all the recommendations from the Scrutiny Committee Review and requested officers implement the new process for street closures as soon as possible to make sure there is ample time for residents to use it for events/parties for the Queen's Jubilee in June.

**24.1.6. Community Speed watch** - The Working Party recognised the community benefits of such a scheme and requested that officers contact the police to seek their support in re-establishing such a scheme in Stockport. If this was not possible officers were requested to explore if alternative schemes existed that could be tried in Stockport. GMP have advised that they are actively looking to increase road safety capacity and will want to work with members over the coming months to identify where and how best they can utilise resources. It is recommended that GMP be invited to a future Scrutiny Committee to talk about the implementation of CSW in Stockport.

**24.1.7. Average Speed Cameras** - Councillors supported the concept of average speed cameras (Please see Appendix 1) being used on appropriate roads but recognised this was not possible under existing Government guidance. Officers are requested to monitor potential changes in the Government Guidance and if average speed cameras are allowed seek to identify appropriate roads and the necessary resources to allow them to be placed on Stockport's roads in partnership with the Safer Roads Greater Manchester Partnership. An update on progress should be incorporated in the annual report.

**24.1.8. SIDs and VASs** - Councillors recognised and supported the use of SIDs and VASs at appropriate locations in Stockport and that these should be deployable in all wards on a regular basis in discussion with local councillors. It is recommended that there is a phased approach to the introduction of new signs with a pilot established over the summer to establish the efficacy of the latest technology. It is recommended that, subject to the outcome of the pilot, the transportation capital programme fund sufficient new SIDs and VASs for each ward to be able to access good quality and regular data, whilst acknowledging the ongoing revenue costs required for their maintenance, management and movement. The annual report should provide scrutiny with an update on the effectiveness of SIDs and VASs.

**24.1.9. School Crossing Patrols** - It is recommended that a report on school crossing patrols be taken to the Area Committees to advise local Councillors of the existing locations, request comments and seek their support in the recruitment to vacant posts. Information to be provided on current recruitment processes and the input of the Crossing Patrol Supervisor with regard to schools.

It is further recommended that a publicity campaign is launched as soon as possible to identify the need for Crossing Patrollers and to link this into the Neighbourhood Travel Plans as an integral part of improving road safety.

**24.1.10. Active Neighbourhoods** - Officers are requested to report back on the outcome of the Active Neighbourhood pilot trials, an assessment of their effectiveness and the results of public consultations once the trial periods have been completed.

## **25. RECOMMENDATIONS FROM THE SCRUTINY COMMITTEE**

25.1. That the Cabinet be recommended to adopt an ambitious timescale for the implementation of the recommendations contained within the report.

## **26. RECOMMENDATION TO THE CABINET**

- 26.1.** The cabinet is recommended to approve the recommendations of the all-party working group and scrutiny committee.

### BACKGROUND PAPERS

There are none

Anyone wishing to inspect the above background papers or requiring further information should contact Sue Stevenson on Tel: 0161-474-4351 or by email on [sue.stevenson@stockport.gov.uk](mailto:sue.stevenson@stockport.gov.uk)