

Staffordshire County Council Proposal for a Scrutiny Review form

Any one can suggest a subject they would like to be considered by one of the County Council's Select Committees.

To ensure that your suggestion is fully considered, please provide as much information as possible. An officer from the Scrutiny and Governance Team can help you to complete the form. They can be contacted on:

Email: duncan.whitehouse@staffordshire.gov.uk.

Telephone: 01785 276154

Post: Member and Democratic Services, County Buildings, Martin Street,
Stafford, ST16 2LH

Further information about overview and scrutiny can be obtained at:
www.staffordshire.gov.uk/yourcouncil/decisionmakingcouncil

This form can be completed and submitted by e-mail or post as the details above.

Name	Mike Barr
Date	16/03/2021
OFFICE USE ONLY Received: Submitted to Scrutiny Committee: Agreed: Y <input type="checkbox"/> N <input type="checkbox"/> Committee Allocated:	



Suggested subject for scrutiny

What subject would you like to be scrutinised and what do you think are the key issues for investigation?

Subject: Normalise 20mph speed limits in built up area and villages for safety, public health, sustainability, the climate and because it's what residents want.

Key Issues: 21 M people live in UK places where 20mph limits are agreed as normal for most roads. Making 20mph normal is best practice with the World Health Organisation, Public Health England, the UN, English Government DfT policy as agreed in the Stockholm Declaration Feb 2020¹. An update to Staffordshire's speed limit policy² to align with best practice is urgently required. Along with a plan for cost effectively funding the roll out of wide area 20mph limits using all available sources. Policy currently deals with traffic calming – whereas the leading best practice is to implement signs and public engagement rather than engineering for 20mph limits.

Reasons for scrutiny

1. Over 10,000 people were recorded road injured in the last 10 years in Staffordshire. Staffordshire has had a downward trend in injuries. But it is flattening and still exceeds 1300p.a. Road casualties are predictable and preventable yet 229 were killed or seriously injured (KSI) in 2019 up 15% from the year before. Normalising 20mph speed limits is the step change in policy that could radically further reduce road deaths and injuries by over 20% in line with globally agreed road safety best practice.
2. To contribute in all ways to The Staffordshire strategic plan visions

A county where big ambitions, great connections and greener living give everyone the opportunity to prosper, be healthy and happy.

20mph road speeds contribute to greater connections through a wider freedom of transport choices – for active travel, public transport as well as car use, as people aren't so at risk (a 60 year old has a 50% likelihood of death if hit at 30mph).

20mph contributes to greener living as normalising 20mph leads to traffic reduction, more cycling, walking and scooting. It is agreed as climate friendly to reduce road speeds as acceleration and braking reduces.

20mph gives everyone the opportunity to prosper through fair access to shops, work opportunities, reduced fuel costs and the costs of road crashes which impact on the economy both on families in businesses (a serious injury reduces lifetime earnings by 40+%). Road crashes cost 2% of GDP. They are costing about £150M a year in Staffordshire

¹ <https://d3n8a8pro7vhnmx.cloudfront.net/20splentyforum/pages/481/attachments/original/1582491404/stockholm-declaration-english.pdf?1582491404>

² <https://www.staffordshire.gov.uk/Highways/roadsafety/Traffic-Calming.aspx>



20mph increases health both through reduction of injuries, reduction of fume related early deaths (which outnumber road fatalities by 20x in the UK), reduces obesity, heart disease, loneliness & stress related to noise and fear. It also takes pressure off the NHS, which we know will have a Covid crisis related backlog for years. It frees up ambulances, A&E, beds, surgery, and physio etc for patient without road trauma. Social care costs of ongoing long term support to the seriously injured is reduced. There is less disability.

People are happier in 20mph areas. Fewer are suffering the lifelong effects of injuries, children can walk to school and to see family and friends. Older people can keep their independent mobility longer. No wide area schemes have ever been removed. House prices rise as they are more desirable places to live and be.

20mph has the ability to significantly make a positive difference to -all three priority outcomes ie that the people of Staffordshire will:

- be able to access more good jobs and feel the benefits of economic growth
- be healthier and more independent
- feel safer, happier and more supported in and by their community.

Issue/Problem to be Addressed: Endorsing 30mph on residential and community streets doubles stopping distance and energy required from 0mph compared to 20mph with little tangible benefit. This authority has road crash victims who would either have avoided injury or been less badly injured if road speeds were lower. There is pollution, congestion and an inactive population, at least partly due to excessive road speed risks. This council aims to raise quality of life, especially for the vulnerable on the 80% of public space that comprises roads in built up areas. With the WHO, the UN and the Government recognising that 20mph is the right speed limit where people and motor vehicles mix the council have a duty to objectively consider a default 20mph policy. In 2017, Prof Jodie Plumert of University of Iowa found that children up to their early teenage years had difficulty consistently crossing the street safely, with collisions rates as high as 1 in 20 for a 10 year-old attempting to cross a road with 25mph simulated traffic. It was not until the age of 14 that collisions were avoided³. We can't rely on training children to get out of the way

Scope: Scrutiny will consider four policy options

1. Do nothing – policy as now listed on the website – limited funds for traffic calming- no wide area 20mph schemes, no funding without casualties
2. New housing estates to have signed 20 mph limits in Staffordshire planning guidance

³ Jiang, Rahiman, Kearny, Yon - Why children struggle to cross busy streets safely <https://now.uiowa.edu/2017/04/why-children-struggle-cross-busy-streets-safely>



3. 20mph limits based on areas with average speeds across a number of roads at or under 24mph (avg of all roads included) to be retrospectively fitted with signage and public engagement. This is paid for by local budgets such as developer funding, Parish funds, local ward funds, private funding, local grant monies, County Councillor locality budgets, local bridge tolls/parking receipts. Where the impetus comes from local representatives in an ad hoc manner, if they can afford limits locally. This route not available to all settlements
4. Default 20mph limits for most urban and built up areas with agreed exceptions. To agree criteria for exceptions, an optimal implementation plan, driver engagement social marketing, funding and timescales, where funding is allocated from the County Council. Funding options include Local Transport Plan, Govt transport/Covid recovery grant applications, active travel fund, developer section 106, Community infrastructure levy (CIL), Council reserves or borrowing, Parking, Bridge Tolls Public Health, Private funding etc. This is the route chosen by authorities representing 21M in the UK. Fulfills duty of care and fits the vision for Staffordshire

Expert evidence: To search out evidence in reports or question stakeholders e.g. Cabinet member, officers, Director of Public Health, police, WHO, Association of Directors of Public Health, Royal College of Paediatrics and Child Health, local transport, cycling, pedestrian and disability campaigners/organisations, local and national 20's Plenty including 20's Plenty for Staffordshire and international 20mph expert Rod King MBE

Current position The budget for transport is tight and doesn't have funds for signed 20mph schemes, so that self funding would currently be required for wide area signed 20mph at local level. However 20's Plenty for Staffordshire is believes that this can only lead to a patchwork of schemes that will not truly fit with the aim to give all residents of Staffordshire the council vision of a county where big ambitions, great connections and greener living give everyone the opportunity to prosper, be healthy and happy. Central funding of 20mph at County level is a more cost effective, fairer way to help residents feel safe on their home streets.

20mph allows other low cost interventions such as:-

Using road markings and lamppost banners to highlight that priority is given to vulnerable road users and pedestrians.

Improving the roadside environment for the local community by adding planters and other furniture to the side of the road to make it feel like a "people place"

low cost enforcement measures such as

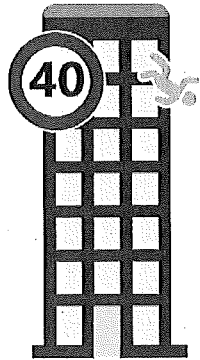
Staggered on-street parking along the road.

20mph roundels on the road.

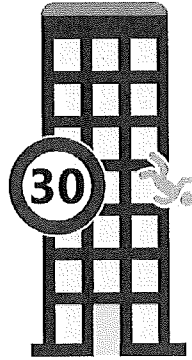
Speed Indicator Devices.

speedwatch

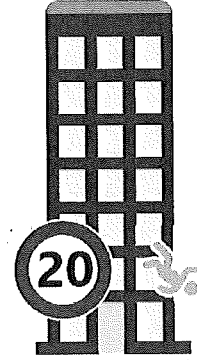




6th floor fall



3rd floor fall



1st floor fall

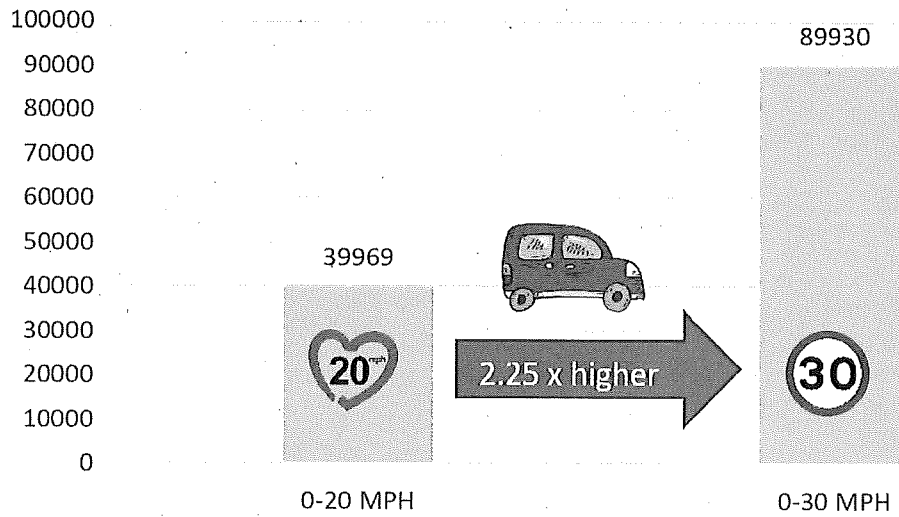
The effect of speed

	Average for all ages	Over 60 year olds
At 40 mph	• 31% are killed	• 98% are killed
At 30 mph	• 7% are killed	• 50% are killed
At 20 mph	• 1% are killed	• 5% are killed

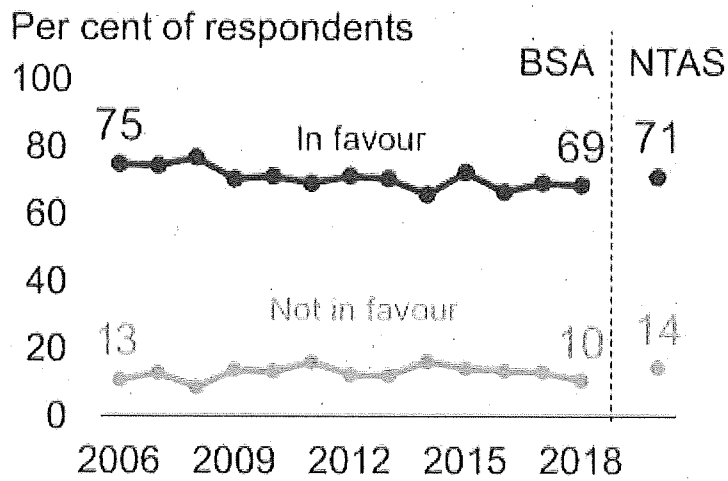
Data from Road Safety Web Publication No. 16 *Relationship between Speed and Risk of Fatal Injury: Pedestrians and Car Occupants* - Department for Transport (September 2010)



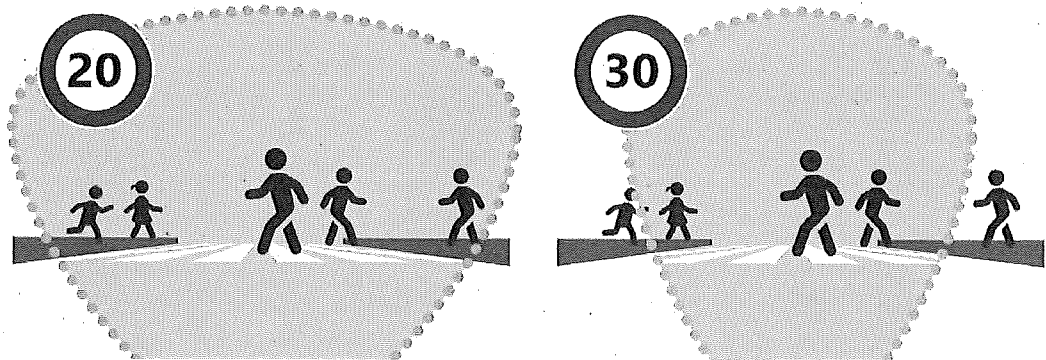
Energy (Joules) required for a 1000kg car to reach a maximum speed



Speed limits of 20mph in residential streets



Scope: England, 18+



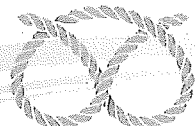
<p>All suggestions will be considered by the appropriate Select Committee. In order to assist Members to decide whether or not to scrutinise a subject it is important that you set out why you think the matter requires scrutiny. Please set out your reasons for scrutiny against the criteria set out below – you may provide reasons against more than one criterion.</p>	
<p>Is the issue an identified priority for the Council or partners?</p>	
<p>Does the issue relate to an area of service with a trend in weak performance?</p>	<p>Yes</p>
<p>Is the matter of particular concern to local people?</p>	<p>Yes</p>
<p>Would the scrutiny address concerns raised by external auditors or inspectors?</p>	
<p>Other</p>	
<p>Objectives</p>	
<p>What do you think this piece of scrutiny can achieve / how will it add value? (e.g. better service delivery; better value for money; better partnership working; improved take-up of service; improved outcomes for local people; reduced inequalities?)</p>	<ol style="list-style-type: none"> 1. It would provide improved outcomes for local people by reducing fear of road trauma and intimidation, road deaths, injuries and pollution. 2. It would reduce inequalities for the vulnerable by providing a safer and more attractive environment for people outside of cars, children, the elderly and those with mobility problems. 3. It will increase service delivery of 20mph to the level that fits with global best practice – most roads at 20mph in urban and village settlements 4. It will increase partnership working between the Council, Director of Public Health and parishes who could perhaps jointly pay for limits for instance and between the Council and police on enforcement., 5. It will increase cost effectiveness and value for money of the service delivery of safer road speeds. Including all sources of funding such as developer monies, 6. It will reduce inequalities – road trauma, pollution



	<p>and noise is suffered most by the poor. It would allow the use of soft measures of speed reduction and low cost interventions such as:-</p> <p>7. Using road markings and lamppost banners to highlight that priority is given to vulnerable road users and pedestrians.</p> <p>Improving the roadside environment for the local community by adding planters and other furniture to the side of the road to make it look like a "people place"</p> <p>low costs enforcement measures such as</p> <ul style="list-style-type: none">• Staggered on-street parking along the road.• additional 20mph roundels on the road.• Speed Indicator Devices.• Speedwatch
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Would scrutiny of this subject feed into any other deadlines – for example budget and policy development / development of government guidance or legislation?	Y <input type="checkbox"/> N <input type="checkbox"/>
Is there any other scrutiny taking place, for example audit / inspection / at a District or Borough level?	Y <input type="checkbox"/> N <input type="checkbox"/>
Has the topic been scrutinised in the last 18 months, either by the County Council or any other body?	Y <input type="checkbox"/> N <input type="checkbox"/>
Is the matter related to an individual complaint or other statutory process?	Y <input type="checkbox"/> N <input type="checkbox"/>
Which thematic area does the issue relate to?	
Economic prosperity	<input type="checkbox"/>
People live safely	<input type="checkbox"/>
People live independently	<input type="checkbox"/>
Children and young people get the best start in life and education	<input type="checkbox"/>
People live longer, healthier and fulfilling lives	<input type="checkbox"/>
Access through highways and transport	<input type="checkbox"/>
Access to learning, recreation and cultural activities	<input type="checkbox"/>
People shape the delivery of public services	<input type="checkbox"/>
Tackling climate change	<input type="checkbox"/>



Scrutiny Arrangements	
What method of scrutiny is proposed?	Scrutiny Report from Directorate/other <input type="checkbox"/> Inquiry Day <input type="checkbox"/> Working Group <input type="checkbox"/>
When is it proposed to undertake the piece of work?	
Is there the capacity to undertake this piece work?	

