

Revised Methodology

Methodology

Following our meeting on the 16th August 2010 it was suggested by B&HCC that the initial 20mph speed limit review focus on the roads adjacent to the local schools as a priority before considering the broader review of the cluster map areas as previously set out.

The methodology for undertaking the preliminary review of the school roads will be assessed based on the following two criteria.

- Roads with speed limits currently under 24mph will be considered within the 20mph limit review
- Those roads with speeds in excess of 24mph will be assessed in terms of “traditional “ traffic calming if deemed necessary

To begin the project an initial desk based ranking exercise will be undertaken to help inform the most appropriate order to review the speed limits around the specified schools. Following the completion of this ranking it will be necessary for the Council to provide advice on whether they deem the ranking to be appropriate or whether they would seek to alter them.

We propose that initially primary and secondary schools will be assessed in groups to save costs with the groups being in the region of 6 schools depending on the location and ranking within the city. The methodology for assessing an individual school within a group has been set out below based upon a uniform approach.

Item	Task	Methodology
1	Mapping/Data Collection	<p>The roads which the school has direct access onto (including pedestrian entrances) will be assessed along with other key influences which will be marked up on an individual plan, such as medical, community, retail etc specifying zones which may influence road users. This will also include bus, servicing and emergency service routes.</p> <p>The mapping will follow a site audit, where any current traffic calming or speed enforcement equipment will be noted as will precise speed limit locations. This will include a data sheet similar to that utilised for A/B roads as required (main links only)</p> <p>Updated review of accidents for the period of 3 -5 years will be necessary within the area of the school subject to the availability of data.</p>
2	Speed Review	<p>PBA propose to use a mixture of historical, navteq (average speeds) and sample on site survey data to establish the current road speeds along the primary roads serving the school, with the minor surrounding roads deemed to be suitable for 20mph also noted, unless any specific criteria are set to prevent them.</p>

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Please note the reference above to ‘Roads with speed limits currently under 24mph’ should read ‘Roads with speeds currently under 24mph’.

Item 63 Appendix 1

3	Council Policy/proposals	This element will seek to integrate the speed limit proposals with any other Council proposals (current and projected) such as road safety schemes, safer routes to schools, cycle improvements or other traffic management proposals. This will allow the council to build on these schemes and not duplicate or propose abortive works.
4	Concept Design	A 20mph limit requires gateway signage features with the majority of work linked to the locating of the "repeater signage" within the area. For those 20mph speed limits which only require signing and lining infrastructure and to save the Council costs it may be possible to produce a sufficiently detailed concept scheme which could be used for implementation by a contractor. More detailed 20mph zones which require infrastructure such as speed humps/cushions, chicanes, road narrowing's and enhanced signage and lining are considered major projects and as such schemes would only be considered in high level within this review. Detailed Design would be necessary outside the scope of this brief.
5	Costings	On completion of task 4, PBA would undertake a costing exercise using B&HCC's approved contractor rates for each school scheme. This could then be used for prioritising of budgets/schemes in a programme.
6	Report	Tasks 1 to 5 will be summarised within a group based report.
7	Meetings	We propose to discuss one group of schools when meeting in order to minimise costs, on this basis we propose per group of schools; <ol style="list-style-type: none"> 1. Start Up meetings –1 No 2. Concept Design Reviews – 1 No

We assume that due to the nature of a 20mph limit that B&HCC would not require PBA to undertake the Safety Audit on the scheme. However, if this is thought necessary, PBA could provide additional budget on request.

Outputs

Based on the tasks set out above we anticipate the following documents will be produced.

Item	Task	Outputs
1	Ranking	Information detailing the ranking order of all schools with B&HCC
2	Mapping/Data Collection	Plan 1 Issues and observation Plan, including PIA's and other key influences.
3	Speed Review	Plan 2 An actual speed plan for the roads around the schools as surveyed or assessed on site
4	Council Policy/proposals	Plan 3 A proposals plan of any short to long terms objectives or proposals that the Council may be considering in the area
5	Concept Design	Plan 4 A combination of Plans 1 to 3 Plan 5 A speed limit plan for the schools

Item 63 Appendix 1

		Plan 6 A concept plan of gateway, signage and other schemes for the schools
6	Costings	Preliminary bill of quantities for proposed works set out in plan 6
7	Report	Summary Report – Standardised format for reporting with individual issues associated with each school
8	Meetings	Minutes/Instruction/Actions as required

Programme

The following sets out a preliminary programme per school group with the rankings decided before undertaking the initial stage of data collection and preparation.

Item	Task	Wk 1	Wk 2	Wk 3	Wk4	Wk5	Wk 6
1	Mapping/Data Collection						
2	Speed Review						
3	Council Policy/proposals						
4	Concept Design						
5	Costings						
6	Report						
7	Meetings						

So as to maximise the number of groups of schools analysed the following schedule demonstrates how we would schedule the project by overlapping groups in the fourth week. Initially we propose to undertake speed reviews of 4 groups of schools.

Week Com.	04-10	11-10	18-10	25-10	01-11	08-11	15-11	22-11	29-11	06-12	13-12	20-12	27-12	03-01	10-01	17-01	24-01	31-01	07-02	
Group 1																				
Group 2																				
Group 3																				
Group 4																				

