

**ENVIRONMENT TRANSPORT &  
SUSTAINABILITY CABINET  
MEMBER MEETING**

**Agenda Item 111**

Brighton & Hove City Council

<b>Subject:</b>	<b>Brighton &amp; Hove – A 20mph City</b>		
<b>Date of Meeting:</b>	<b>4<sup>th</sup> May 2012</b>		
<b>Report of:</b>	<b>Strategic Director - Place</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Phil Clarke – Road Safety Manager</b>	<b>Tel: 293705</b>
	<b>Email:</b>	<b>Philip.clarke@brighton-hove.gov.uk</b>	
<b>Key Decision:</b>	<b>Yes</b>	<b>Forward Plan No: ETSCMM 28221</b>	
<b>Ward(s) affected:</b>	<b>All</b>		

**FOR GENERAL RELEASE**

**1. SUMMARY AND POLICY CONTEXT:**

- 1.1 The purpose of this report is to seek permission to consult on the phased introduction of 20mph speed restrictions across the City, and to commence research into developing the outline proposal which has been prepared by officers. This proposal is intended to support the recommendations of the Environment and Community Safety Overview and Scrutiny Committee (ECSOSC) report of 2010 and complement the existing 20 mph restrictions, including the two 20mph speed limit pilot areas which were introduced earlier this year.
- 1.2 The benefits of a Citywide 20mph scheme include a potential reduction in collisions and a reduction in the severity of those collisions which do occur. Consistency of speed limit is likely to lead to better compliance, reduced street clutter and an increased perception of safety. These improvements to the public realm will also have health benefits, encouraging more cycling and walking and improving air quality.

**2. RECOMMENDATIONS:**

- 2.1 That the Cabinet Member for Transport & Public Realm agrees the principles of the proposed outline implementation programme (see Appendix 1).
- 2.2 That the Cabinet Member for Transport & Public Realm grants permission to commence stakeholder and public consultation and preparatory research, surveys and street character assessments.

### **3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:**

#### **Chronology of Events**

- 3.1 In May 2010, following an investigation into 20mph speed limits/zones by the Environment and Community Safety Overview and Scrutiny Committee (ECSOSC), the panel produced a report containing 15 recommendations (see Appendix 2). In broad terms the main recommendation was the wider implementation of 20mph speed restrictions in residential areas and in the vicinity of community facilities such as schools.
  - 3.1.1 Cabinet Member Meeting in January 2012 approved the implementation of two pilot 20mph speed limit areas in Portslade and Stanford and directed officers to investigate the further possibility of the wider introduction of 20mph speed restrictions across the City.
- 3.2 In early 2012, following speed limit reviews (see Appendices 3 & 4) carried out using a thorough methodology, two pilot 20mph speed limit areas were implemented (in the vicinity of the Stanford schools and Portslade Village). These were primarily to trial the methodology and evaluate the effectiveness of the schemes.
- 3.3 Officers have prepared an outline proposal for the phased introduction of 20mph speed restrictions across the City over a 4 year period, which are shown on the attached Plan (Appendix 1). This Plan also indicates the City's existing 20mph roads and areas.

#### **Benefits of 20mph Scheme**

- 3.4 The proposed scheme is not only about road safety. Lower traffic speeds make the streets feel safer and more attractive, and this encourages people to walk and cycle. This further enhances the environment by reducing traffic and improving air quality, leading to healthier, more active communities. The Association of Directors of Public Health and the National Heart Forum support the reduction of speed limits in built-up areas because a reduction in traffic speed is a key component in encouraging active modes of transport such as walking and cycling. Physical activity helps to reduce obesity and the risk of developing long-term conditions such as diabetes and heart disease.
- 3.5 Experience of 20mph schemes in other towns and cities indicates that such schemes can reduce casualties by between 5 and 10%. Currently the City's collisions result in approximately 1000 road casualties per year, so even the lower level of 5% would be a significant improvement.

- 3.6 Most of the main roads, such as A270 (Old Shoreham Rd), A259, Ditchling Road and New Church Road will not be included within the 20mph scheme (although the residential streets leading from them will be part of the scheme). There will be some exceptions; these include London Road from St Peters through to Preston Circus because it is a busy shopping street where traffic speeds are already low, and the A270/A23 Valley Gardens down to the seafront where, once again, speeds are already low and the complexity of having so many side road 'gateways' would create unwelcome inconsistencies, street clutter and unnecessary additional cost. The inclusion of Valley Gardens within early phases would also complement the Valley Gardens Enhancement Scheme upon which permission to consult was approved at the Cabinet Member Meeting in November 2011.

### **Next Stages**

- 3.7 It is proposed there will be a phased introduction of 20mph (zones) across the City over a 3 to 4 year period.**

Phase 1 is proposed for 2012/13 and includes much of the City centre including the commercial hub. Although it is intended to work outwards from the Phase 1 area, the actual order in which further phases are delivered could be adjusted according to consultation, the support of elected members and the information gathered from the evaluation of the two pilot schemes, which will specifically relate to residential areas. However, it is important to ensure that drivers experience descending speed limits as they get closer to the City centre, as ascending or varying speed limits would lead to inconsistencies and reduced compliance.

- 3.8 The scheme is for speed limit signs and road markings only and does not include any traffic calming, although within the estimated total project cost there is a small contingency for any minor remedial measures required to influence vehicle speeds, such as Vehicle Activated Signs (VAS). There is an expectation by Sussex Police that any changes to speed limits will be carried out in accordance with the guidance set out in Department for Transport Circular 1/2006. They also expect 20mph limits to be self-enforcing, so in cases where the implementation of pure 20mph speed limits has not achieved the necessary reduction in vehicle speeds, there will be a necessity to review the situation and create a programme to implement remedial measures. Potentially this may include some traffic calming, to manage speeds downwards. However, it is considered financially prudent to measure the effect of introducing signs and markings only, before committing to other potentially unnecessary expenditure.

- 3.9 To ensure legal compliance the project will unavoidably require additional (repeater) signing, but this will be mitigated as far as possible by using existing poles and lamp columns. Most of the terminal signs will however require new poles to be provided.
- 3.10 It is expected that future permissions and updates on progress of phases of the scheme will be reported to future Committee meetings.

#### **4. COMMUNITY ENGAGEMENT AND CONSULTATION**

- 4.1 Consultation, which will include close working with the police, will be expected to begin in the second week of June 2012 and run for approximately 6 weeks.
- 4.2 Over 10,000 leaflets with questionnaires are to be distributed to a random sample of residents and put on the council's website with open public access for comment. It is also proposed to produce posters and leaflets for public and community buildings and potentially large scale posters for road side Billboards.
- 4.3 Once the first stage of consultation has taken place the results will be analysed and reported back to a further Committee for review and to seek permission to proceed with the statutory advertising of Traffic Regulation Order Amendments.
- 4.4 Initial briefings with Leaders of the Conservative and Labour parties have taken place and officers will continue to work with all the parties as the project develops.

#### **5. FINANCIAL & OTHER IMPLICATIONS:**

##### Financial Implications:

- 5.1 It is anticipated that the project will extend over at least 3 years. Capital funding of £500k for 2012/13 was approved by Cabinet on 15<sup>th</sup> March 2012 and further endorsed at Budget Council on 23<sup>rd</sup> February 2012 with indicative levels of funding for the following 2 years. The overall cost of the project is likely to be approximately £1.5m but will be reviewed on an annual basis, and as the project is phased there is scope for adjustment. The introduction of new signs and markings will mean additional pressure on future maintenance budgets, which may need to be adjusted accordingly.

*Finance Officer Consulted: Karen Brookshaw*

*Date: 03/04/2012*

##### Legal Implications:

- 5.2 The Council has the power under the Road Traffic Regulation Act 1984 to make Traffic Regulation Orders imposing 20 mph speed limits.
- 5.2.2 In carrying out consultation the Council must comply with the legal requirements for fair consultation that have been set out by the courts:

- consultation must take place while the proposals are still at a formative stage;
- those consulted must be provided with information which is accurate and sufficient to enable them to make a meaningful response;
- they must be given adequate time in which to do so;
- there must be adequate time for their responses to be considered; and
- the council must consider responses with a receptive mind and in a conscientious manner when reaching its decision

*Lawyer Consulted:*

*Carl Hearsom*

*Date: 05/04/2012*

Equalities Implications:

- 5.3 The road safety element of this scheme improves conditions for vulnerable road users.

Sustainability Implications:

- 5.4 The proposed scheme should assist the Council in encouraging more sustainable transport use such as walking and cycling by reducing vehicle speeds and improving safety and the perception that the streets are safer and more user-friendly. Any modal shift to more sustainable transport achieved as a result of the wider implementation of 20mph speed limits will also assist in improving air quality and reducing carbon emissions contributing to the Council's 'One Planet Living' programme.

Crime & Disorder Implications:

- 5.5 There are no direct implications arising from the proposal.

Risk and Opportunity Management Implications:

- 5.6 Schemes are implemented in compliance with current design standards and legislative requirements. Regular monitoring throughout project delivery and the flexibility of delivery over several years will minimise the risk of not completing on time and within budget.

Public Health Implications: Check with Peter Wilkinson

- 5.7 Road casualty reduction is a priority for Public Health and it is anticipated that the reduction in speed limits to 20mph in residential and commercial areas will help to reduce collisions and the severity of the outcome of some collisions. It is estimated that over 95% of pedestrians involved in a collision at 20mph survive, compared with only 80% at 30mph (ROSPA factsheet). A review of the impact of introducing 20mph zones in London over a twenty year period (Grundy et al 2009) demonstrated a reduction in road casualties particularly amongst young children. It is likely that the scheme will result in increased levels of healthier travel choices such as cycling and walking, which in turn will help to reduce emissions and improve air quality by reducing congestion

Corporate / Citywide Implications:

5.8 The proposed scheme will assist the Council to meet its strategic objectives and will contribute to the Council's and partners' wider objectives, including those set out in the Corporate Plan and the Sustainable Community Strategy.

**6. EVALUATION OF ANY ALTERNATIVE OPTION(S):**

6.1 No alternative options

**7. REASONS FOR REPORT RECOMMENDATIONS**

7.1 To approve the outline proposal for delivering the scheme in a phased manner over several years, enabling it to be commenced by way of preparatory research and public consultation.

**SUPPORTING DOCUMENTATION**

**Appendices:**

1. Plan indicating proposed phasing and incorporating existing 20mph restricted roads/areas.
2. Environment and Community Safety Overview and Scrutiny Committee (ECSOSC) report on 20mph of 2010.
3. Speed Limit Review (A&B Class Roads)
4. Speed Limit Review (20mph Pilot Schemes)

**Documents in Members' Rooms**

1. None

**Background Documents**

1. Environment and Community Safety Overview and Scrutiny Committee (ECSOSC) report on 20mph of 2010
2. Speed Limit Review (A&B Class Roads)
3. Speed Limit Review (20mph Pilot Schemes)