

NOTICE OF MOTION**CONSERVATIVE GROUP AMENDMENT****REDUCE THE DEFAULT SPEED LIMIT IN BUILT-UP AREAS
FROM 30 TO 20MPH**

To delete paragraphs 6, 7 and 8, and the text struck out in paragraph 5 and replace with new text in paragraph 5 as shown in bold and a new paragraph 6 as shown in bold.

The motion to read as follows:

“This council is deeply concerned that:

1. 141 people were killed or seriously injured on roads in the city in 2008-9 (NI047)
2. 13 of these were children (NI048)

And that these casualty figures particularly those for children, whilst falling, are still far too high. Also that the relevant performance indicators for both of these figures have until recently been at red.

This council recognises that:

1. The most effective measure that can be taken to lower the number of serious road casualties is to reduce traffic speed [1]
2. That many towns and cities across the country have already decided to set speed limits at 20mph across large urban areas. These include: Glasgow, Portsmouth, Leicester, Norwich and Bristol.
3. That campaigning organisations such as Living Streets are calling on local Authorities across the country to do likewise.
4. Many residents and community groups throughout the city have called for traffic speed reductions on their local roads.

This council is also aware that additional benefits of reduced traffic speed include:

1. Reduced emissions and improved traffic flow – as proven by research in Germany where 30kph (19mph) speed limits have long been commonplace. [2]
2. Improved sociability - recent research in Bristol found that relationships between residents increased and improved on streets with lower traffic speed. [3].
3. Safer conditions for walking and cycling.

This council supports the principle of implementing 20mph speed limits in residential areas of Brighton & Hove ~~wherever feasible.~~ **where a) this has demonstrable**

public support, b) it is properly enforceable and, c) given the pressure on the Council's budget, it can be funded from within existing resources.

This Council furthermore welcomes the current ongoing work around speed limits, including:

- The agreement by the Cabinet to submit a Sustainable Communities Act proposal to Government which would give councils the power to set speed limits at 20 mph and below.
- The request by the Cabinet Member for Environment that the Environment & Community Safety Overview & Scrutiny Committee carry out a review into the feasibility of introducing 20mph limits in certain areas of the city.

~~It therefore requests the Cabinet to consider asking for a report as a matter of urgency that would look at the viability of rolling out a programme of 20mph speed limits across the city early in the New Year.~~

~~In addition, in order to support local efforts towards this outcome the council requests the government to reduce the default speed limit for urban areas from 30 to 20mph. This will reduce the time, effort and cost for Local Authorities of moving towards slower speeds becoming the norm in areas where people live, work, play or go to school.~~

~~Consequently this council calls on its Chief Executive to write to Lord Adonis, The Minister for Transport, and ask him to use the DfT's road safety strategy consultation, 'A Safer Way', as an opportunity to set in motion changes to the Road Traffic Regulation Act to reduce the standard default speed limit on 'restricted roads' [4] in urban areas from 30mph to 20mph."~~

Proposed by: Councillor Geoffrey Theobald

Seconded by: Councillor Dawn Barnett

Notes

- [1] someone struck by a car at 35mph has a 50% chance of survival. At 20mph this increase to 97%. www.rospa.com/roadsafety/advice/driving/speed_policy.htm
- [2] Dr Carmen Hass-Klau. An illustrated Guide to Traffic Calming p3.
- [3] Joshua Hart (2008). Driven to Excess. www.driventoexcess.org
- [4] As defined in the Road Traffic Regulation Act (1984) as streets with streetlamps no more than 183 metres apart.