

1 July 2014

Brighton &amp; Hove City Council

**DEPUTATIONS FROM MEMBERS OF THE PUBLIC**

A period of not more than fifteen minutes shall be allowed at each ordinary meeting of the Council for the hearing of depositions from members of the public. Each deposition may be heard for a maximum of five minutes.

Deputations received:

**(i) Deputation: 20mph speed limit consultation**

This Deputation urges Brighton & Hove City Council to include residential roads around Hove Park and Hove Recreation Ground in the consultation for the next phase of the ongoing 20mph scheme in the City.

As a minimum, Goldstone Crescent, Hove Park Road, Hove Park Way, The Droveaway, Orchard Road, Orchard Gdns, Park View Road, Woodland Drive, should be included in the consultation, but others could be included, too. These eight streets are contiguous with the proposed Phase 3 area, so including them in the consultation would make good sense.

These streets, and others in the Dyke Road West area have so far been excluded from the scheme on the basis of responses in the Phase 2 consultation last year. The views of residents expressed in a consultation are clearly relevant and should be taken into account, but they are only one factor amongst many, and should not be the sole criterion for taking a decision to exclude any street from the benefits of slower speeds.

The views of residents in these streets in the Phase 2 consultation were anyway very far from being unanimously negative. According to data from Phase 2, a total of 242 responses were received from residents of these streets, with 122 in support of 20mph, and 120 opposed. So the majority was actually in favour, yet the streets were excluded.

A decision to exclude any street from the benefits of slower speeds should only be taken for compelling reasons – and the threshold for excluding streets near parks and open spaces should be particularly high, given the large numbers of vulnerable road users. But no reasons at all emerged from the Phase 2 Consultation to justify exclusion of any of these streets. None of the streets is a major thoroughfare of any kind – not even Goldstone Crescent is an arterial route.

These streets are particularly important because they are between the major schools on either side of Shirley Drive – Hove Park School and Blatchington Mill School to the west, and Cardinal Newman, Cottesmore and others to the east. If even a fraction of the pupils who make their daily journeys to/from school in cars and buses instead use bicycles or walk, it could have a significant impact on congestion and quality of life. Finally, these streets are maintained at public expense, they are not part of some exclusive gated community. So all taxpayers in the city have a legitimate interest in them being made more safe – and avoiding the direct costs of accidents from higher speeds, and the indirect costs of less active residents and less adventurous children. Under all the circumstances, the streets around Hove Park and Hove Rec should be included in the consultation for the proposed Phase 3 of the BHCC 20mph scheme.

**Signed:**

Chris Murgatroyd (Lead Spokesperson)

James Goddard

Eleanor Cartwright

William Shaw

Annette Boehmer

Simon Maurice

Nicola Maurice

## Background

There is a good deal of evidence showing the general benefits of slower speeds – the BHCC Scrutiny Panel on 20mph in 2010 reviewed available evidence and recommended 20mph in all residential streets of Brighton & Hove.

If the evidence for and against 20mph was balanced – ie. if there was just as much evidence for the benefits of 30mph as 20mph in residential areas – then the views of residents might be given priority. But there is a complete lack of evidence from the Phase 2 consultation to show why anybody (apart from the emergency services) needs to drive at 30mph on any residential street at any time, let alone on these streets around two of Hove's biggest public parks, and on the routes to and from so many schools.

The roads around Hove Park and Hove Rec. specifically are an important part of the journeys which could be made by bike, by children commuting from east Hove to Hove Park School and Blatchington Mill School, and from west Hove to the schools east of Shirley Drive – Cottesmore, Cardinal Newman, Brighton & Hove High School. Hove Park Road and Goldstone Crescent in particular are crucial to moving safely between Hove Rec. and Hove Park – these two streets meet at a busy junction made more dangerous still by the number of parked cars on Goldstone Crescent. Failure to include these roads in the 20mph scheme is likely to be a major disincentive to cycling to school and to encouraging young people to be more active.

BHCC has so far excluded streets in the Dyke Road West area from the benefits of the scheme only because responses in the Phase 2 consultation last year are said to show that local residents did not support 20mph limits on “their” streets. But a consultation is not in any sense a referendum or a “vote”, and it is a blunt instrument for policymaking. As the table below shows, a majority of those from eight streets around Hove Park and Hove Rec. who took the time to respond to the Phase 2 consultation anyway actually support 20mph:

road	residences	responses	for	against
Goldstone Crescent	218	67	32 (47.8%)	35 (52.2%)
Hove Park Road	71	29	13 (44.8%)	16 (55%)
Hove Park Way	46	25	18 (72%)	7 (28%)
The Droveaway	79	35	22 (62.9%)	13 (37.1%)
Orchard Road	31	6	2 (33.3%)	4 (66.6%)
Orchard Gdns	46	7	5 (71.4%)	2 (28.6%)
Park View Road	66	12	2 (16.7%)	10 (83.3%)
Woodland Drive	143	61	28 (45.9%)	33 (54.1%)
<b>totals</b>	<b>700</b>	<b>242</b>	<b>122 (50.4%)</b>	<b>120 (49.6%)</b>

Source: Brighton & Hove City Council, 20mph Phase 2 Consultation 2013

In the absence of compelling reasons for excluding the streets around Hove Park and Hove Rec. from the ongoing 20mph scheme, it would be unfair to residents to exclude these streets from the benefits of slower speeds. So these streets should be included in the consultation for the proposed Phase 3 of the scheme to see if there are in fact any reasons why they should be excluded.

Hove

June 2014