

# ENVIRONMENT CABINET MEMBER MEETING

## Agenda Item 63

Brighton & Hove City Council

<b>Subject:</b>	<b>Update on the Citywide (non A&amp;B class roads) Speed Limit Review</b>		
<b>Date of Meeting:</b>	<b>4 November 2010</b>		
<b>Report of:</b>	<b>Strategic Director, Place</b>		
<b>Contact Officer: Name</b>	<b>Phil Clarke</b>	<b>Tel:</b>	<b>29-3705</b>
	<b>E-mail: philip.clarke@brighton-hove.gov.uk</b>		
<b>Key Decision:</b>	<b>No</b>		
<b>Wards Affected:</b>	<b>All</b>		

### FOR GENERAL RELEASE

#### 1. SUMMARY AND POLICY CONTEXT:

- 1.1 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.
- 1.2 Recommendation 4 of the ECSOSC report stated: *'That a report which sets out the work being undertaken by the speed limit review, including the methods for identifying clusters and priority areas, and containing a timetable for implementation be brought to the next meeting of the Environment Cabinet Member.'* However, the request by ECSOSC to report back to November CMM has left very little time to provide detailed information on progress to date as the outputs of the full Speed Limit Review will not be available for consideration by CMM until March 2011 as stated at Environment CMM in September.
- 1.3 At the Cabinet Member Meeting (CMM) on 16<sup>th</sup> September 2010 the Scrutiny Panel's report and subsequent CMM Report recommendations were accepted and it was agreed that an early interim report updating members on the methodology and progress of the Citywide Speed Limit Review would be brought to the November CMM.
- 1.4 This report provides an update on progress made within the short timescales and details of the revised methodology for the first phase of the Citywide Speed Limit Review. The revisions support the principles of the recommendations contained in the Scrutiny report, particularly giving priority to the roads in the vicinity of schools.
- 1.5 The Road Safety Team has already started researching the necessary data relating to schools, including current speed limits in their vicinity, to inform the first phase of the Review.
- 1.6 The final report in respect of the Speed Limit Review will contain a number of recommendations which will need to be considered by officers and reported to an Environment CMM in March 2011

## **2. RECOMMENDATIONS:**

- 2.1 That the Cabinet Member notes the revised methodology and the progress made so far.

## **3. RELEVANT BACKGROUND INFORMATION:**

- 3.1 The council is committed to providing transport choice and reducing road casualties in line with the targets set by the Department for Transport. Collision data is constantly analysed and a joint programme of road safety engineering measures alongside education, training and publicity initiatives is used to address identified issues. The use of 20mph zones has formed part of the package of measures used at suitable locations.
- 3.2 The introduction of 20mph zones within the City has been on a data led basis and it is intended to continue to prioritise any implementation of measures to reduce speeds, particularly the potential wider use of 20mph limits and zones, on this basis. The final report on the A & B class roads Speed Limit Review has only just been received, and does require full consideration by Officers, but does make some initial recommendations in respect of 20 mph limits for example around schools and on the approaches to some key junctions in the city. Once these recommendations have been considered by Officers further advice and consultation will be sought with local residents, key stakeholders and ward members as requested in the ECSOSC report.
- 3.3 By adopting a data-led process an incremental approach to implementation of any measures can be employed, targeting those areas in which the greatest benefit can be potentially achieved. This will also facilitate delivering measures in accordance with the recommendations of the Scrutiny Panel and in an affordable way.

### Methodology

- 3.4 Clusters will be identified and assessed in terms of key influences for road users and will be marked up on an individual cluster plan, such as education, medical, community, retails etc. This will include bus and emergency service routes. The mapping will follow a site visit, where current traffic calming or speed enforcement equipment will be noted, as will precise speed limit locations.
- 3.5 A mixture of historical, Navteq (average speeds) and sample site survey data will be used to establish current road speeds. As the Review deals with a large area, assessing every road within a cluster is not necessary. The focus therefore will be on the primary roads and other minor road deemed suitable for 20mph restrictions unless any specific criteria prevent it.

### Timetable

- 3.6 Each cluster is anticipated to take approximately 6 weeks to review, based on starting with mapping and data collection through to meetings to follow up the review report.

**4. CONSULTATION:**

4.1 None required at this time.

**5. FINANCIAL & OTHER IMPLICATIONS:**

Financial Implications:

5.1 Funding has been identified within existing budgets this year to progress the first stage of the Speed Limit Review . Funding for the following stages of the review in the 2011/2012 financial year have yet to be agreed.

*Finance Officer Consulted: Karen Brookshaw Date: 01/10/10*

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, and under the Highways Act 1980 to introduce speed humps and other traffic calming measures. The appropriate statutory procedures regarding advertisement and consultation must be followed.

*Lawyer consulted: Carl Hearsum Date: 29/09/10*

Equalities Implications:

5.3 There are no direct equalities implications

Sustainability Implications:

5.4 None

Crime & Disorder Implications:

5.5 None

Risk and Opportunity Management Implications:

5.6 The progress report contains no risks and supports the recommendations of the Scrutiny panel.

Corporate / Citywide Implications:

5.7 None

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

6.1 The methodology is considered by officers to be the best way of conducting the review and developing a programme for the implementation of any measures in an efficient and incremental manner. It will provide the data necessary to inform the decision making regarding any potential further implementation of 20mph speed limits/zones.

## **7. REASONS FOR REPORT RECOMMENDATIONS:**

- 7.1 The recommendations for which consideration and noting are sought result directly from CMM acceptance of the Scrutiny Report and recommendation 4 within it, requiring a progress update at the November CMM.

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

1. Revised Methodology

### **Documents in Members' Rooms:**

None

### **Background Documents:**

1. Local Transport Plan 2006/7-10/11
2. Environment & Community Safety Overview & Scrutiny Committee Report of 'An Investigation into 20mph speed limits/zones'