



**Brighton & Hove  
City Council**

# Overview & Scrutiny

Title:	<b>Environment &amp; Community Safety Overview &amp; Scrutiny Committee</b>
Date:	<b>21 June 2010</b>
Time:	<b>4.00pm</b>
Venue	<b>Council Chamber, Hove Town Hall</b>
Members:	<b>Councillors:</b> Morgan (Chairman), Janio (Deputy Chairman), Davis, Drake, Mrs Norman, Rufus, Smart and West
Contact:	<b>Mary van Beinum</b> <b>Overview &amp; Scrutiny Support Officer</b> 01273 - 29 - 1062 mary.vanbeinum@brighton-hove.gov.uk

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## ENVIRONMENT & COMMUNITY SAFETY OVERVIEW & SCRUTINY COMMITTEE

To note that recommendations of the three scrutiny reviews will be referred to the Council's Executive and to partner organisations.

The City Council actively welcomes members of the public and the press to attend its meetings and holds as many of its meetings as possible in public. Provision is also made on the agendas for public questions to committees and details of how questions can be raised can be found on the website and/or on agendas for the meetings.

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Meeting papers can be provided, on request, in large print, in Braille, on audio tape or on disc, or translated into any other language as requested.

For further details and general enquiries about this meeting contact Mary van Beinum, (01273 - 29 - 1062, email [mary.vanbeinum@brighton-hove.gov.uk](mailto:mary.vanbeinum@brighton-hove.gov.uk)) or email [scrutiny@brighton-hove.gov.uk](mailto:scrutiny@brighton-hove.gov.uk)

Date of Publication - Friday, 11 June 2010



# Agenda Item 1

## A. Declaration of Substitutes

Where a Member of the Commission is unable to attend a meeting for whatever reason, a substitute Member (who is not a Cabinet Member) may attend and speak and vote in their place for that meeting. Substitutes are not allowed on Scrutiny Select Committees or Scrutiny Panels.

The substitute Member shall be a Member of the Council drawn from the same political group as the Member who is unable to attend the meeting, and must not already be a Member of the Commission. The substitute Member must declare themselves as a substitute, and be minuted as such, at the beginning of the meeting or as soon as they arrive.

## B. Declarations of Interest

- (1) To seek declarations of any personal or personal & prejudicial interests under Part 2 of the Code of Conduct for Members in relation to matters on the Agenda. Members who do declare such interests are required to clearly describe the nature of the interest.
- (2) A Member of the Overview and Scrutiny Commission, an Overview and Scrutiny Committee or a Select Committee has a prejudicial interest in any business at meeting of that Committee where –
  - (a) that business relates to a decision made (whether implemented or not) or action taken by the Executive or another of the Council's committees, sub-committees, joint committees or joint sub-committees; and
  - (b) at the time the decision was made or action was taken the Member was
    - (i) a Member of the Executive or that committee, sub-committee, joint committee or joint sub-committee and
    - (ii) was present when the decision was made or action taken.
- (3) If the interest is a prejudicial interest, the Code requires the Member concerned:-
  - (a) to leave the room or chamber where the meeting takes place while the item in respect of which the declaration is made is under consideration. [There are three exceptions to this rule which are set out at paragraph (4) below].
  - (b) not to exercise executive functions in relation to that business and
  - (c) not to seek improperly to influence a decision about that business.
- (4) The circumstances in which a Member who has declared a prejudicial interest is permitted to remain while the item in respect of which the interest has been declared is under consideration are:-

(a) for the purpose of making representations, answering questions or giving evidence relating to the item, provided that the public are also allowed to attend the meeting for the same purpose, whether under a statutory right or otherwise, BUT the Member must leave immediately after he/she has made the representations, answered the questions, or given the evidence,

(b) if the Member has obtained a dispensation from the Standards Committee, or

(c) if the Member is the Leader or a Cabinet Member and has been required to attend before an Overview and Scrutiny Committee or Sub-Committee to answer questions.

#### C. Declaration of party whip

To seek declarations of the existence and nature of any party whip in relation to any matter on the Agenda as set out at paragraph 8 of the Overview and Scrutiny Ways of Working.

#### D. Exclusion of press and public

To consider whether, in view of the nature of the business to be transacted, or the nature of the proceedings, the press and public should be excluded from the meeting when any of the following items are under consideration.

*NOTE: Any item appearing in Part 2 of the Agenda states in its heading the category under which the information disclosed in the report is confidential and therefore not available to the public.*

*A list and description of the exempt categories is available for public inspection at Brighton and Hove Town Halls.*

**BRIGHTON & HOVE CITY COUNCIL**

**ENVIRONMENT & COMMUNITY SAFETY OVERVIEW & SCRUTINY COMMITTEE**

**4.00PM 19 APRIL 2010**

**COUNCIL CHAMBER, HOVE TOWN HALL**

**MINUTES**

**Present:** Councillors Morgan (Chairman); Davis, Drake, Rufus, Smart, Wells and Duncan

**PART ONE**

**50. PROCEDURAL BUSINESS**

**50.1 Declarations of Substitutes**

Councillor Duncan was substituting for Councillor Davey.

**50.1 b Declarations of Interests**

There were none.

**50.1 c Declaration of Party Whip**

There were none.

**50.1 d Exclusion of Press and Public**

In accordance with section 100A(4) of the Local Government Act 1972, it was considered whether the press and public should be excluded from the meeting during the consideration of any items contained in the agenda, having regard to the nature of the business to be transacted and the nature of the proceedings and the likelihood as to whether, if members of the press and public were present, there would be disclosure to them of confidential or exempt information as defined in section 100I (1) of the said Act.

**RESOLVED:** That the press and public be not excluded from the meeting.

**51. MINUTES OF THE PREVIOUS MEETING**

51.1 The minutes of the meeting held on 8 February 2010 were agreed and signed by the Chair.

**52. CHAIRMAN'S COMMUNICATIONS**

52.1 The Chairman told the meeting that the Chair of the Community Safety Forum (CSF) was unable to be present and therefore this item would be deferred. An update note of recent developments on CSF was tabled at the meeting.

52.2 As this was the last meeting of the Council year, Councillor Morgan thanked all the members and scrutiny officers for their work during the year.

**53. PUBLIC QUESTIONS/ LETTERS FROM COUNCILLORS/ NOTICES OF MOTION REFERRED FROM COUNCIL**

53.1 There were none.

**54. DISCUSSION WITH CHAIRMAN, COMMUNITY SAFETY FORUM**

54.1 This verbal item had been deferred. A two-page update was tabled for information.

**55. PERFORMANCE UPDATE**

55.1 The Performance Analyst introduced the report that had been circulated as an addendum. Both Indicators NI 15 (Serious Violence) and NI30 (Re-offending by Prolific and Priority Offenders) were monitored as part of the Police performance management framework.

55.2 The information included in the report was more detailed than previously presented to Committee and Members felt this data was useful. The Committee noted the challenges of monitoring the serious violence offences as with numbers relatively low numbers of this type of crime, small variations in the data have a large impact on the result. Also no single organisation or partnership was able to influence the numbers of offences.

55.3 Members asked about the frequency of CDRP meetings and the business transacted there, and the process for re-examining targets. Officers would provide further information.

55.4 In addition to questions on the data, the Committee wished to ask about the practical measures being taken within the City to help reduce re-offending by prolific and priority offenders including from the probation and rehabilitation services; and on the wide range of activities to help reduce serious violence.

55.5 According to the Protocol between ECSOSC and CSF (30 April 2009 Council and 22 June 2009 ECSOSC) the Community Safety Forum is used as the channel for on-going business relating to Crime and Disorder and community safety.

55.6 The Committee therefore agreed to ask that Community Safety Forum receive a report inviting input from the probation service, on reducing reoffending by prolific and priority offenders and on reducing serious violence.



**55.7 RESOLVED.** (1) That Community Safety Forum be requested to include an agenda item at a future meeting on reducing reoffending by prolific and priority offenders and on reducing serious violence inviting input from the probation service.

(2) That further information as minuted above at 55.3 be requested.

**56. HEALTH AND SAFETY ANNUAL SERVICE PLAN 2010 - 2011**

56.1 The Environmental Health Manager introduced the report on the Health and Safety Annual Service Plan 2010 – 2011. This annual plan forms a part of the council's Policy Framework and therefore is considered by overview and scrutiny before being formally approved by full Council.

56.2 Members heard replies to questions on prioritising businesses for inspections, contacting businesses with key Health and Safety messages and getting feedback from residents and businesses.

56.3 ECSOSC commented on the importance of working with partners, including trade associations and trades unions. Members were pleased to see the priority work to tackle retail violence and robbery with pubs, clubs and especially late-opening take-aways. This was essential to the local economy and to ensure the confidence of residents and visitors.

56.4 The Committee congratulated the team on receiving a Best Practice Award for retail violence project from LACORS and HSE.

56.5 The Committee asked that noise and air quality at petrol station premises be considered for assessment.

**56.6 RESOLVED** that the above comments be incorporated in the report to full Council.

**57. OFFICIAL FEED AND FOOD CONTROLS SERVICE PLAN 2010 - 2011**

57.1 The Environmental Health Manger (Food Safety) presented the Official Feed and Food Controls Service Plan 2010 – 2011. This annual plan forms a part of the council's Policy Framework and therefore is considered by overview and scrutiny before being formally approved by full council.

57.2 Members noted that there had been two voluntary and two mandatory food business closures during the year 2009/2010 and five food business operators prosecuted for hygiene offences. At 99.4% of the 2008/2009 programme completed the performance was above the national average for similar unitary authorities.

57.3 A total of 68 improvement notices had been issued in 2009/2010 and 88% of businesses were deemed broadly compliant; ie scoring at least two stars on the Scores on the Doors scheme.

57.3 The Environmental Health Manger (Food Safety) answered questions as follows; new food business were legally required to register with the local authority. Almost all would be

inspected, though not childminders serving low risk foods such as biscuits and squash to children in their own homes, inspection of whom is the responsibility of OFSTED.

57.4 Members praised the scores on the doors scheme, welcomed the work being done and thanked the officers.

**57.5 RESOLVED** that the above comments be incorporated in the report to full Council.

## **58. WINTER SERVICE PLAN SCRUTINY REVIEW - UPDATE**

58.1 The Chairman said he was disappointed that the draft report of the Scrutiny panel on the Winter Service Plan was not on the agenda for approval at this meeting.

58.2 The Panel had been set up at the previous meeting of ECSOSC and it had been hoped to report back in this council year.

58.3 Members asked that report be brought to the next meeting; 21 June 2010.

## **59. ECSOSC DRAFT WORK PLAN**

59.1 Members agreed the following additions to the Work Plan:

- Open Spaces Strategy following letter from Councillor Amy Kennedy; 13 September
- Discussion with Cabinet Member, Environment; 7 February 2011

59.2 An alternative date would be found for discussion with the Chair of the Community Safety Forum

59.3 Regarding the Health Impact Assessment of Licensing referral from Licensing Committee, members noted that the 27 April 2010 Overview and Scrutiny Commission would consider establishing a select committee on alcohol-related hospital admissions.

59.4 Following recent incidents including the death of a local resident of a retirement apartment and two Southampton firefighters the Committee wished to gain a greater understanding of the fire risk assessment process and fire safety measures.

59.5 According to the Protocol between ECSOSC and CSF (30 April 2009 Council and 22 June 2009 ECSOSC) the Community Safety Forum is used as the channel for on-going business relating to Crime and Disorder and community safety.

59.6 The Committee therefore agreed to ask that Community Safety Forum receive a report on fire safety in residential blocks, requesting input from Housing Officers and East Sussex Fire and Rescue Service.

**59.7 RESOLVED** That Community Safety Forum be requested to include an agenda item on fire safety in residential blocks at a future meeting as minuted from 59.4 to 59.6 above.

**60. ITEMS TO REFER TO CABINET MEMBER, CABINET OR FULL COUNCIL**

60.1 Item 56 and 57 were scheduled to be considered by Full Council.

The meeting concluded at 4.55pm

Signed

Chair

Dated this

day of



# ENVIRONMENT AND COMMUNITY SAFETY OVERVIEW AND SCRUTINY COMMITTEE

## Agenda Item 4

Brighton & Hove City Council

### WRITTEN QUESTIONS FROM MEMBERS OF THE PUBLIC

A period of not more than fifteen minutes shall be allowed at each ordinary meeting for questions submitted by a member of the public who either lives or works in the area of the authority.

The question will be answered without discussion. The person who asked the question may ask one relevant supplementary question, which shall be put and answered without discussion. The person to whom a question, or supplementary question, has been put may decline to answer it.

The following written question **on behalf the Brighton and Hove Local Involvement Network** has been received.

Information request/Comment Required	Reference Number
How does the Local Authority decide on opening times of public toilets?	PR/BCC/RQ/47
What was the response rate of the surveys of toilets?	PR/BCC/RQ/48
What changes have been made as a result of feedback from these surveys?	PR/BCC/RQ/49
How does the Local Authority measure overall satisfaction with accessibility and provision of public toilets outside of onsite surveys?	PR/BCC/RQ/50
<b>LINK Suggestion:</b> online poll on Brighton and Hove Consultation portal.	PR/BCC/RQ/51

Yours sincerely,

**Claire Stevens**  
**LINK Manager**



**BRIGHTON & HOVE CITY COUNCIL**

**COMMUNITY SAFETY FORUM**

**4.00pm 8 MARCH 2010**

**COUNCIL CHAMBER, HOVE TOWN HALL**

**MINUTES**

**Present:** Councillor Simson (Chairman); Carden (Opposition Spokesperson), Barnett, Davis, Duncan, Hyde, Kennedy, Watkins and Young

**Sussex Police:** Chief Superintendent Bartlett; Sergeant Castleton

**Fire Authority:** Borough Commander, City of Brighton and Hove, Commander Ring

**Communities of Interest:** J Baker, Age Concern; Mrs J Brookes, Portland and Clarendon Forum; Mrs S Howell, Bevendean LAT; P Wells, London Road LAT; Ms C Summers, London Road LAT; D Peacock, St James' Area Action Team; Mrs F Matyzak, Racial Harassment Forum and Whitehawk Community Project; Mrs P Weller, Community Action, Hangleton and Knoll Project and Mr D Standing YMCA

**Officers:** Judith Macho, Assistant Director, Public Safety; Linda Beanlands, Head of Community Safety; Simon Court, Senior Solicitor and Penny Jennings, Senior Democratic Services Officer

**PART ONE**

**37. PROCEDURAL BUSINESS**

**37A. Declaration of Substitutes**

37.1 Councillor Davis was in attendance in substitution for Councillor Morgan.

**37B. Declarations of Interest**

37.2 Councillor Carden (OS) declared a personal interest in Item 48 by virtue of his position as a representative of the City Council on the East Sussex Fire Authority; this did not constitute a prejudicial interest.

37.3 Councillor Duncan declared a personal interest in items 44, 45 and 47 by virtue of his position as a representative of the City Council on the Police Authority; this did not constitute a prejudicial interest.

**37C. Exclusion of Press and Public**

37.4 In accordance with Section 100A of the Local Government Act 1972 ("The Act"), the Community Safety Forum considered whether the press and public should be excluded from the meeting during consideration of any item of business on the grounds that it was likely in view of the business to be transacted or the nature of the proceedings, that if members of the press and public were present during that item there would be disclosure to them of confidential information (as defined in Section 100(1) of the Act).

37.5 **RESOLVED** – That the press and public be not excluded from the meeting during consideration of any item on the agenda.

## 38. MINUTES OF THE PREVIOUS MEETING

38.1 The Clerk to the meeting referred to paragraph 33 of the minutes relating to Community Payback Schemes and explained that with effect from 1 April 2010, the East Sussex Probation Area would be re-named Surrey and Sussex Probation Trust.

38.2 **RESOLVED** - That the Chairman be authorised to sign the minutes of the meeting held on 14 December as a correct record.

## 39. CHAIRMAN'S COMMUNICATIONS

### Beacon Council

39.1 The Chairman stated that as a Beacon Council for managing the night time economy and alcohol related crime and disorder the Council had hosted a very successful conference at which there had been the opportunity to share best practice with over 120 representatives from other seaside towns throughout the UK.

### Street Pastors

39.2 Following the launch of the Street Pastors project from 1 April there would be street pastors in the city centre every weekend to support anyone who was vulnerable or distressed or having problems, for example becoming separated from friends, losing a wallet or helping them to get home safely. The Street Pastors would work closely with the Safe Space project to provide an open door during the night for anyone in trouble or need of medical help.

### Closure Orders

39.3 A "Closure Order" had been successfully brought into force using new legal powers. The tenant concerned had been committing exhibiting extreme anti-social behaviour and the problem had been resolved as a result of partnership working between the Council's Legal department the Community Safety Team, the Police and Housing. Such powers would be used again in appropriate cases.

### Inspire Project

39.4 The "Inspire Project" had been launched recently with funding provided by the Ministry of Justice, the Brighton Women's Centre, RISE, Survivors Network, Oasis and Threshold and was supported by the City Council and the Probation Service. The



ethos of the project was to help to reduce risks which contributed to women offending and to support those who had been released from prison to prevent them from re-offending.

### **Scrutiny Partnership Work to Deal with Sexual Violence**

- 39.5 The first meeting had taken place of the scrutiny panel which was to look into partnership work to deal with sexual violence. A series of open meetings had been scheduled.

### **Local Action Teams**

- 39.6 The commendable work being carried out by the Local Action Teams was continuing and a number of meetings for the Chair's of the LAT's were planned for the year ahead. The next scheduled meeting was due to take place on 10 April 2010 from 10.00am at the Brighthelm Centre in Brighton.

- 39.7 **RESOLVED** – That the position be noted.

## **40. PUBLIC QUESTIONS**

- 40.1 There were none.

## **41. PETITION(S)**

- 41.1 The Forum considered a report of the Director of Strategy and Governance setting out details of a petition containing 366 signatures regarding EDO, MBM.
- 41.2 Councillor Kennedy presented the petition on behalf of Councillor Taylor stating that, notwithstanding the earlier decision of Council that it would be inappropriate to consider it, she was of the view as were supporters of the petition that the company's activities were relevant in terms of potential impact on local jobs and on local residents.
- 41.3 Councillor Simson, the Chairman responded stating that EDO MBM was operating within international and national law and was regulated by those legal arrangements and the Human Rights Act. A Local Authority did not have any legal powers to intervene in lawful business or to influence the activities of EDO MBM.
- 41.4 It was acknowledged however, that within the City and elsewhere, there are a range of views about the manufacture of weapons components. Therefore the petition would be referred to a forthcoming Cabinet meeting which would be asked to note the petition.
- 41.5 **RESOLVED** - That the contents of the petition be noted and that it be forwarded to the next available meeting of Cabinet.

## **42. COMMUNITY SAFETY ISSUES RAISED BY MEMBERS AND COMMUNITY REPRESENTATIVES**

- 42.1 There were none.

**43. PRESENTATION BY LONDON ROAD LOCAL ACTION TEAM CHAIR AND VICE CHAIR**

- 43.1 The Chairman welcomed Philip Wells, Chair of the London Road LAT and his Vice-Chair Christina Summers who had been invited along to give a presentation regarding the work of their LAT.
- 43.2 The Chair, Philip Wells explained his connections and those of his colleague, the Deputy Chair, Christina Summers with the Calvary Church which was located in the area, both were also local residents of a number of years standing and were well aware of the needs and problems of the area.
- 43.3 The Chair and Deputy Chair gave a presentation and explained that the London Road LAT had been set up a little over a year ago in order address issues in the area arising from anti-social behaviour in the area largely arising from street drinking and drug taking. Following a series of initial meetings a framework of issues which the group wished to tackle had been set and a plan of action devised.
- 43.4 Both commended the support given by the Community Safety Team and the Police particularly when setting the group, in terms of the on-going advice given and support in identifying funding streams. There had been some teething problems as with all newly formed bodies, however with a strong will to effect change significant progress had been achieved and a sense of ownership of and by the local community had been achieved. The Local London Road Traders Association was actively represented had input into and supported the LAT and this had also proved invaluable.
- 43.5 It was stressed that the problems existing within the area had not disappeared and further ongoing work was needed but these problems had been recognised, were being successfully managed and the atmosphere for those living and working in the area was far better than it had previously been.
- 43.6 In answer to some concerns expressed regarding the difficulties which could occur if problems experienced in one part of the City just became displaced into another, the Forum Chairman, Councillor Simson stressed that the issue was not one of "moving problems on", but of recognising and managing them and of engaging local residents, businesses and other partners effectively in that process. The Chairman and other Forum Members thanked the Chair and Vice-Chair for their informative presentation.
- 43.7 **RESOLVED** - That the contents of the presentation be noted.

**44. DIVISIONAL POLICING PLAN 2010/11**

- 45.1 Chief Superintendent Bartlett gave a presentation detailing the proposed Brighton & Hove Policing Plan for 2010/11. He explained that the Local Policing Plan 2010-13 had recently been agreed and that this set out the strategic vision for the Police Authority and Sussex Police over the next 3 years. Specific investments and key priority areas had been identified and specific actions were to be undertaken within that period to meet some demanding targets which had been set.

- 45.2 Chief Superintendent Bartlett then went on to explain that the Brighton & Hove Policing Plan was guided by the Sussex Police Local Policing Plan 2010-2013, the Local Area Agreement, neighbourhood policing principles/priorities, contextual demand and public sector efficiencies. He referred to the principles of policing, activities and targets aimed at increasing satisfaction and confidence of the public and outlined activities and targets in relation to crime reduction and crime reduction.
- 45.3 In answer to questions Chief Superintendent Bartlett explained that notwithstanding that there would undoubtedly be continuing budgetary pressures over the coming year and subsequent years actions and efficiency measures had been and would continue to be identified in order to deliver a high quality of service to the public and to continue to meet the principles of policing which were to cut crime and disorder, provide a quality response to calls from the public in a way which was appropriate for them and to be visible and accessible so as to build confidence and to generate satisfaction among the public.
- 45.4 The reductions and targets achieved over the past 5 years and future targets were detailed as were the achievements in crime detection achieved over the past year and the next steps in implementing the Plan. Chief Superintendent Bartlett explained that up dates would be provided to the Forum and that reports would be provided relating to specific areas. The role of the Forum and of the individual Local Action Teams was very important and was seen as integral to the success of local initiatives. The Chairman and Forum Members thanked Chief Superintendent Bartlett for his interesting and informative presentation.
- 45.5 **RESOLVED** – That the content of the presentation be noted and received.

#### **45. CRIME TRENDS AND PERFORMANCE IN BRIGHTON AND HOVE**

- 44.1 The Forum considered a report of the Assistant Director, Public Safety describing crime trends to January 2010 and reporting against key crime target relating to Community Safety, crime reduction and Drugs Strategy 2008-11.
- 44.2 Sergeant Castleton explained that since April 2009 there had been an overall reduction in crime of 4% compared to the same period the previous year. This exceeded the 3 % reduction target which had been set and represented a continuation of the long term downward trend experienced over the last 10 years.
- 44.3 During December/January the incidence of recorded criminal damage had been at very low levels and the 5% target was now being met. However, there were sub trends within this overall grouping and criminal damage against dwellings and other buildings had shown a decrease whilst damage against vehicles had shown an increase. Graffiti represented one element of criminal damage and this had shown year on year improvements based on street survey measures. A number of initiatives had been put into place to combat this problem and there had been four successful prosecutions during 2009.
- 44.4 It was noted that the number of violent offences involving injury (including both serious and other injury) had reduced by 3.7% which was better than the 3 % reduction target.

The number of offences during December and January had been at their lowest since 2006, overall the trend for this type of crime was continuing downwards.

- 44.5 Mr Stevens referred to the incidence of crime against the elderly/ disabled. The Head of Community Safety stated that various initiatives were being undertaken with this group which were at relatively low risk from crime although perceived fear of crime was recognised and needed to be addressed.
- 44.6 During the first half of 2009/10 the number of domestic burglaries had been relatively high (8% increase), however that figure had since dropped (up 1.2%) and there were on ongoing initiatives to improve the security of vulnerable properties as well as providing targeted crime reduction advice.
- 44.7 The figures for motor vehicle and cycle theft had remained constant, although thefts from motor vehicles remained higher than thefts of vehicles and initiatives were in place to seek to combat this problem. The number of cycle thefts had continued to reduce and in answer to questions it was explained that work was being progressed to increase the number of cycle stands provided in hotspot areas for cycle theft.
- 44.8 The number of incidents of domestic violence had shown an 8% rise on the previous year and it was considered that this was attributable in part to an increase in reporting. The number of religious and racially motivated incidents had declined and the number of crimes recorded through the multi-agency racist incident report forms had remained stable initiatives in schools were continuing and the anti-bullying group had been re-launched.
- 44.9 The number of LGBT motivated hate crimes and incidents had continued to fall. In addition to third party reporting a common reporting form was in the process of being developed.
- 44.10 **RESOLVED** – That the contents of the report be noted.

#### **46. WORK OF THE FIRE AND RESCUE SERVICE**

- 46.1 The Borough Commander of Brighton & Hove, Mr Ring gave a presentation detailing the work of the Fire and Rescue Service highlighting the main aims of the service which were to reduce the numbers of fire deaths and those seriously injured by fire; reduce the number of primary and secondary fires and to make the City a safer place to live. He explained that the service sought to carry this work forward in the following ways:

Home visits;  
Fire Street Cycles;  
LIFE courses;  
C4SC;  
Road Safety Initiatives;  
Juvenile Fire Setter Programme;  
Technical Fire Safety Audits of High Risk premises.

- 46.2 The Borough Commander set out details of the various on-going initiatives which were in place to achieve this. In answer to questions in respect of youth initiatives he explained that the Juvenile Fire Setter Programme to which he had made reference earlier dealt with individuals and small groups referred by other agencies. This work formed part of a continuing programme and had proved very successful as part of an early intervention approach. Deliberate fire setting was dealt with jointly with PCSO's. Whilst the service ran a number of its own initiatives there was also an emphasis on collaborative working where appropriate and their work dovetailed with the initiatives being carried out by other agencies. Successful collaborative work had been carried out with the Road Safety Unit on a number initiatives.
- 46.3 The Borough Commander also referred the cycle safe scheme and to the various events and venues where the service was present to give advice and assistance for example PRIDE, Bank Holiday markets at the Race Course, seafront and other cycle lanes, any event where movement around the City was restricted and "Stop and Ask Me". Reference was made to a map indicating the West District Borders and the numbered zones within which Brighton and Hove fell.
- 46.4 The Borough Commander referred to the engagement initiatives which had been carried out and in answer to further questions referred to the ability of residents to request Home Safety Visits (around 2,850 per year) and the means via which this could be affected. The Chairman and Forum Members thanked the Commander for his informative and interesting presentation.
- 48.5 **RESOLVED** - That the content of the presentation be received and noted.
47. **EAST SUSSEX POLICE AUTHORITY: MINUTES OF THE MEETING HELD ON 10 DECEMBER 2009 AND 11 FEBRUARY 2010**
- 47.1 **RESOLVED** - That the contents of the minutes be noted.
48. **EAST SUSSEX FIRE AUTHORITY: MINUTES OF THE MEETINGS HELD ON 10 DECEMBER 2009 AND 14 JANUARY 2010**
- 48.1 **RESOLVED** - That the contents of the minutes be noted.

The meeting concluded at 6.10pm

Signed

Chairman

Dated this

day of

# ENVIRONMENT AND COMMUNITY SAFETY OVERVIEW AND SCRUTINY COMMITTEE

## Agenda Item 6

Brighton & Hove City Council

<b>Subject:</b>	<b>Chalk downland restoration in Wild Park Local Nature Reserve</b>		
<b>Date of Meeting:</b>	<b>21 June 2010</b>		
<b>Report of:</b>	<b>Director of Environment</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b><i>Hugo Blomfield</i></b>	<b>Tel: 29-2401</b>
	<b>E-mail:</b>	<b>hugo.blomfield@brighton-hove.gov.uk</b>	
<b>Wards Affected:</b>	<b>All</b>	<b>Hollingdean &amp; Stanmer</b>	

### FOR GENERAL RELEASE/ EXEMPTIONS

#### 1. SUMMARY AND POLICY CONTEXT:

- 1.1 This report provides information on the restoration of chalk downland in Hollingbury Wild Park Local Nature Reserve (LNR). A letter from Councillor Simpson requesting scrutiny is attached at Appendix 4.

#### 2. RECOMMENDATIONS

Members of the Overview & Scrutiny Commission are requested to:

- 2.1 Consider the background information and consultation carried out by the council and determine if scrutiny activity is needed.

#### 3. BACKGROUND INFORMATION

- 3.1 This report relates to the Cityparks Downland Management report which was presented to Environment CMM on 24 September 2009, Environment and Community Safety Overview & Scrutiny Committee on 6 October 2009 and Environment CMM on 5 November 2009. That report detailed grazing plans for a number of sites subject to full consultation with ward councillors and residents.

- 3.2 Sheep were successfully re-introduced to Wild Park for the first time in the winter of 2008/2009 following consultation with local people as well

as on site information and attendance of the sheep at local events (eg Moulsecoomb Family Fun Day and the Environment & Heritage Festival at Moulsecoomb Primary School). This followed publicity in the Argus (22/5/08), Guardian (21/7/08) and BBC South Today (25/7/08) which focused on volunteer shepherds or “lookerers”.

- 3.3 Cityparks Rangers trained 65 volunteer ‘lookerers’ to help check the sheep and their reintroduction was well received. Partly as a result of this renewed interest a “Friends of Wild Park” community group was re-established.
- 3.4 Although the small pockets of existing species-rich chalk grassland can be maintained by sheep grazing alone, to conserve the internationally important habitat into the long term requires the control of invasive scrub at Wild Park.

#### **4. CONSULTATION**

- 4.1 In advance of the scrub clearance works extensive consultation was carried out in the city as follows:
  - An article in Citynews in December 2009 (Appendix 1).
  - Information on the council website.
  - A leaflet for Wild Park showing the plan in detail which was displayed at the pavilion café in Wild Park and distributed locally by the Friends of Wild Park (Document In Members’ Rooms).
  - Signage on site (although some of these have been regularly removed quite soon after they are put up).
  - Monthly meetings of the Friends of Wild Park including a specific presentation and discussions of what was planned on 26 May 2009 at which ward members were present.
  - A presentation was also given to a group at New Larchwood on 9 March 2010
  - Ward members, and those in the adjacent Moulsecoomb & Bevendean ward, were also sent information prior to commencement of the work (Appendix 2).
- 4.2 The plans were assessed and approved in advance by Natural England under the Environmental Impact Assessment (Agriculture) Regulations 2006. An on site visit was also carried out, at the advice of Natural England, by an adviser from Complete Land Management contractors and an on site visit was made by the council ecologist.
- 4.3 The project is supported by the South Downs Joint Committee (Appendix 3).



- 4.4 The council has also made efforts to publicise the benefits of chalk grassland in general with recent articles in the Guardian (28/10/09), Daily Mail (9/11/09), Times (21/11/09 and 4/1/10), BBC South Today (filmed in Wild Park), Meridian TV and BBC Countryfile (4/4/10).
- 4.5 The consultation generated little or no comment from the public until the work had largely been completed.
- 4.6 The following points address the comments which have subsequently been received:
- In Wild Park there are three main habitats: grassland, scrub and woodland. The relative value of habitats for wildlife is broadly proportional to the habitats continuity over time and its occurrence in the wider countryside. The longer the habitat has been present and the rarer it is, the more important it tends to be for nature conservation.
  - The oldest grassland has been in Wild Park for hundreds if not thousands of years which represents hundreds or thousands of generations of the plants and insects that inhabit it. In contrast most of the scrub and woodland has been there for less than a hundred years and is relatively species-poor. In the wider landscape there is very little of this ancient grassland left (most of the grassland on the downs today has been agriculturally improved with a subsequent loss of almost all of its biodiversity) while in comparison scrub and woodland is relatively common.
  - In terms of diversity, ancient grassland is Brighton and Hove's rainforest. Many of the species dependent on the ancient grassland are highly specialised, not very mobile and cannot survive elsewhere, while in contrast most of the species of the scrub and woodland are more mobile, 'opportunistic' species and widely found across the Downs. Because the loss of the grasslands has taken place over several decades it has largely gone unnoticed while the removal of the scrub generates a lot of attention as it has happened over a short time scale. So for many reasons it should be the loss of the ancient grassland that concerns us far more than the loss of the scrub.
  - The aerial photography from 1946 has been used to highlight how quickly the ancient grassland has been lost and to target clearance work where the scrub and trees are younger. The main aim is to increase the amount of grassland and to reconnect the isolated "islands" of grassland to reduce the risk of local extinctions. However rather than clear all the scrub, we are retaining some of the more diverse scrub and the most mature woodland which means the park will end up with a similar balance of grassland and scrub to what was there in 1946.
  - The scrub is being cleared to conserve the ancient grassland rather than to allow sheep to graze. The sheep are then being used to maintain the grassland and therefore cannot simply be grazed elsewhere.

- It is no longer practical or safe to graze the downland without fences as it used to be done by a shepherd and dog. Rather than one large area of downland, remote from civilisation that a shepherd can walk one large flock across, there are now lots of small pieces separated by roads and a greatly increased number of people, particularly dog walkers. However fence lines are put where they will be least intrusive in the landscape and gates are provided at any points where people are likely to want access. People are still welcome while the sheep are grazing and all that is asked is people keep their dogs on leads while they are actually in the area with the sheep.
- 4.7 A meeting was held on 10 May 2010 with Friends of Wild Park to review the project and consider future works in response to comments received. A further meeting was held on 24 May 2010.
  - 4.8 Site meetings have also been held with local wildlife experts on 11 June 2010 and with the chairman of Fiveways LAT on 17 June 2010.
  - 4.9 It is planned to consult during the summer on reducing the scale of further scrub clearance beginning with the area adjacent to Home Farm Road next winter (2010/2011) with extensive publicity in advance of the works.
  - 4.10 In addition a citywide consultation is planned for sites included in the council application for Higher Level Stewardship agricultural funding, including an article in Citynews, consultation with wildlife groups and an online consultation for residents.

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

### Financial Implications:

- 5.1 The project is being funded in part by the council and in part by the European Union and Defra through the Single Farm Payment scheme and the Higher Level Stewardship Scheme. It attracts Higher Level Stewardship funding as Chalk Grassland is one of the habitats targeted by the scheme for the above reasons.

### Legal Implications:

- 5.2 The United Kingdom was one of the 193 signatories to the Convention of Biological Diversity in 1992 at the Rio Earth Summit. The Convention committed signatories to develop national strategies for the protection and sustainable use of biodiversity. The UK Biodiversity Action Plan (BAP) is the UK Government's response. It describes the biological resources of the UK and provides detailed plans for conservation of these resources, at national and devolved levels. Action plans for the most threatened species and habitats have been set out to aid recovery. Lowland Calcareous Grassland (which includes chalk grassland such as at Wild Park) is one of the identified priority habitats. Under Section 40 of the Natural Environment and Rural Communities Act 2006, the council is obliged to have regard to biodiversity in the

exercise of its functions. The Action plan objectives and targets set out are

1. Maintain the current extent of Lowland Calcareous Grassland in the UK. (Target represents no loss of BAP habitat).
2. Maintain at least the current condition of Lowland Calcareous Grassland.
3. Achieve favourable or recovering condition for 30,421ha of Lowland Calcareous Grassland by 2010.
4. Restore 399ha of Lowland Calcareous Grassland from semi-improved or neglected grassland, which no longer meets the priority habitat definition by 2010.
5. Re-establish 8,424ha of grassland of wildlife value from arable or improved grassland by 2010.
6. 6,320 ha (75%) of re-established area to be adjacent to existing Lowland Calcareous Grassland or other semi-natural habitat by 2010. (Refer to T5)
7. 4,200 ha (50%) of re-established area to contribute to resultant habitat patches of 2 ha or more of Lowland Calcareous Grassland by 2010. Where ever practicable bigger patches should be created.

The work at Wild Park will contribute to meeting targets 1, 2, 3,4, 6 and 7.

#### Equalities Implications:

- 5.3 Scrub clearance, particularly brambles and thorn scrub, improves access. The leaflet includes information on access to Wild Park.

#### Sustainability Implications:

- 5.4 To date the councils chalk grassland has not been managed sustainably as it has been declining in extent and quality for many decades. The removal of scrub and the reintroduction of grazing allows the council to manage its chalk grassland in a sustainable manner and prevent further loss of this priority habitat in keeping with the UK's commitment to the Convention on Biological Diversity.

#### Crime & Disorder Implications:

- 5.5 There is anecdotal evidence that positive active management, particularly grazing with sheep, involving volunteer shepherds or "lookers", reduces crime and disorder. Scrub clearance also improves visibility within the nature reserve. Introduction of fencing and removal of cover along the Wild Park / 39 acres boundary has also resulted in a reduction in use of the area by scrambler bikes.

#### Risk and Opportunity Management Implications:

- 5.6

Corporate / Citywide Implications:

5.7

**SUPPORTING DOCUMENTATION**

Appendices:

1. Wild Park goes back to its roots article, Citynews, December 2009
2. Email sent 12 February 2010
3. Statement from the South Downs Joint Committee
4. Request for Scrutiny from Councillor Simpson to Chief Executive

Documents In Members' Rooms:

1. Conserving Wild Park leaflet  
[www.brighton-hove.gov.uk/downloads/bhcc/Wild\\_Park\\_2009\(5\).pdf](http://www.brighton-hove.gov.uk/downloads/bhcc/Wild_Park_2009(5).pdf)

Background Documents

1. Minutes of Environment CMM on 24 September 2009
2. Minutes of Environment and Community Safety Overview & Scrutiny Committee on 6 October 2009
3. Minutes of Environment CMM on 5 November 2009

### Article in Citynews, December 2009

Wild Park goes back to its roots

The council is working with the Friends of Wild Park to improve the management of the local nature reserve.

Areas important for birds, insects and other creatures will be nurtured, while large areas of less diverse scrub will be removed to reverse the decline of the last few decades. These will be returned to grassland to provide a balance similar to that which existed in the 1940s. Areas of mature woodland will be retained.

Councillor Geoffrey Theobald said the work will build on the successful reintroduction of sheep to Wild Park last winter so it reverts to species rich grassland.

While fencing will be erected to contain the sheep, plenty of gates will be included so that all areas remain fully accessible. Dogs will still be welcome but should be kept on a short lead while in an area being grazed.

Councillor Maria Caulfield, who is a volunteer shepherd, said: "We usually only graze one section at a time, starting later this winter, so there will always be large areas where there are no sheep and dogs can be exercised off the lead under close control."

Further details [www.brighton-hove.gov.uk/countryside](http://www.brighton-hove.gov.uk/countryside)

**Email sent 12 February 2010**

**From:** David Larkin

**Sent:** 12 February 2010 15:24

**To:** Geoffrey Theobald

**Cc:** Pat Hawkes; Jeane Lepper; Christine Simpson; Maria Caulfield; Mo Marsh; Anne Meadows; Hugo Blomfield; Robert Walker; Gillian Marston

**Subject:** Downland Restoration in Wild Park

### **Downland Restoration in Wild Park, Feb/March 2010**

Work is due to start next week on the downland restoration project in Wild Park Local Nature Reserve to reverse the loss of valuable wildflower rich grassland.

- Some scrub will be removed to recreate grassland. The cleared area will then be fenced and grazed to prevent scrub coming back but the whole of Wild Park will still be open to the public.
- While dog owners will be asked to keep their dogs on a lead while in an area that is being grazed the majority will always be free of livestock.
- A leaflet has been published and widely distributed locally, as well as an article in City News last month and on site information will be available during the project.
- Supported by the Friends of Wild Park and ward members have been involved at all stages

### Background

- The council acquired the land between Ditchling Road and Lewes road in 1925 and decided to set aside the best downland for wildlife, this area was called Wild Park.
- At the time it was thought that downland was a natural habitat and the best way to manage it was to leave it to nature.
- Now we understand that the wildflower rich turf was the result of centuries of grazing without which it reverts to scrub and woodland, a process that has been happening at Wild Park over the last few decades.



**Figure 1 Comparison of Wild Park in 1946 and 2000 showing loss of grassland to scrub**

- While this scrub and woodland has some value for wildlife, it is much lower than that of the grassland it is replacing, indeed this type of grassland has been identified as a priority for conservation and has its own biodiversity action plan see [www.ukbap.org.uk/ukplans.aspx?id=12](http://www.ukbap.org.uk/ukplans.aspx?id=12)
- As of 1<sup>st</sup> April 2010 Wild Park will be part of the new South Downs National Park.

Further information is available on the council web site [www.brighton-hove.gov.uk/index.cfm?request=c1179480](http://www.brighton-hove.gov.uk/index.cfm?request=c1179480)

David Larkin

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01273 292141

## **APPENDIX 3**

### **Statement from the South Downs Joint Committee**

#### Habitat Restoration in Wild Park

Chalk grassland is a unique habitat which supports a range of rare plants and animals. A considerable percentage of such grassland has been lost on the South Downs since the second world war, much has been ploughed up whilst other areas have suffered from neglect and lack of management resulting in the development of scrub and the shading out of many of the important plant species.

The South Downs Joint Committee has worked with landowners across the South Downs to restore important areas of chalk grassland through scrub removal and re-introduction of grazing.

Brighton and Hove City Council is an important landowner in the South Downs National Park, with many tenanted farms and also public land. The Joint Committee is a partner in the city's Downland initiative and supports the restoration of important landscapes and habitats in the area, alongside the creation of additional areas of open public access. The re-introduction of grazing at many council owned sites is also welcomed as a sustainable method of managing historic grasslands. The restoration of Wild Park is an important part of preserving the Downland landscape and heritage for future generations in the city. Wild Park along with many other City council owned sites is seen as an important gateway to the National Park. The creation of a balanced mosaic of habitats including chalk grassland, scrub and woodland will ensure that an important landscape is restored and a diverse wild life thrives whilst maintaining an important public open space for all to enjoy.

South Downs Joint Committee  
Central Area Office.



## APPENDIX 4

Dear Mr Barradell,

I am writing to request that a scrutiny review takes place on the recent scrub clearance work that is being done in the Wild Park area.

In recent weeks I and many colleagues have received expressions of concern about the work that has been going on to encourage the reintroduction of chalk grassland in Wild Park.

It is fair to say that there is a divergence of views on the scrub clearance, with some local residents and people who have a strong interest in nature conservation having expressed strong reservations about the appropriateness of the work taking place at all in a public park, and also the extent and manner of the work that has been done, with others firmly in support of the clearance work. I understand that the South Downs Joint Committee also have reservations about it.

Amongst the concerns that have been expressed are the destruction of valuable flora and wildlife habitats, the removal of mature and semi mature trees, the standard of the work with paths not corresponding with gates, the placing of a lot of barbed wire on the site, that the work has been carried out without the benefit of a management plan and proper surveys, and without adequate consultation taking place prior to the clearance work.

I feel that it would be extremely helpful to have a scrutiny review of this matter as soon as possible, as I understand that phase one of the work has been completed and that phase two will not take place until the autumn. I think that such a review would be very helpful as it would give an opportunity for all opinions in this matter to be considered and would allow for expert advice to be sought.

I am very aware that the Friends of Wild Park group have been under some pressure in all this, and I believe that a review will be also be helpful to them in resolving this matter.

I would ask that this letter be placed on the agenda for the appropriate Scrutiny Committee when I would hope to attend and speak to it.

Yours sincerely

Cllr Christine Simpson  
Hollingbury and Stanmer Ward

14 May 2010



# **ENVIRONMENT AND COMMUNITY SAFETY OVERVIEW AND SCRUTINY COMMITTEE**

## **Agenda Item 7**

Brighton & Hove City Council

**Subject:** Report of the Winter Service Plan Scrutiny Panel  
**Date of Meeting:** 21 June 2010  
**Report of:** Director of Strategy and Governance  
**Contact Officer:** Name: Tom Hook Tel: 29-1110  
E-mail: tom.hook@brighton-hove.gov.uk  
**Wards Affected:** All

### **FOR GENERAL RELEASE**

#### **1. SUMMARY AND POLICY CONTEXT:**

- 1.1 The cross-party scrutiny panel on the Council's Winter Service Plan was established following the extensive disruption caused by the severe snow and ice over the 2009-2010 Christmas and New Year period. The Panel has reviewed how the council and other partners responded using the Winter Service Plan as a starting point.
- 1.2 The scrutiny panel's report is presented here for approval by the Environment and Community Safety Overview and Scrutiny Committee.

#### **2. RECOMMENDATIONS:**

That members:

- 2.1 Endorse the scrutiny panel's report.
- 2.2 Agree to refer the report recommendations to the council's Executive and to the appropriate partner organisations.
- 2.3 To add monitoring of outcomes of agreed recommendations, to the Committee's work plan.

#### **3. BACKGROUND INFORMATION**

- 3.1 Chaired by Councillor Warren Morgan the cross-party panel consisted of Councillors Tony Janio, Sven Rufus and David Watkins.
- 3.2 Unlike previous scrutiny panels this review was carried out at a single meeting after an extensive report and discussion undertaken at 8 February ECSOSC.
- 3.3 Invitations were issued to council officers and representatives of organisations throughout the city who had involvement or experience of the severe winter weather.

#### **4. CONSULTATION**

- 4.1 Officers have been consulted on the findings of the scrutiny review

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

##### Financial Implications:

- 5.1 The financial implications of adopting the scrutiny panel's recommendations will be considered by the Council's Executive alongside the relevant budgets.

##### Legal Implications:

- 5.2 The Committee has the necessary power to agree the panel's recommendations. It then falls to the Executive and other bodies to whom the recommendations are directed to decide what action, if any, to take in response.

##### Equalities Implications:

- 5.3 Recommendations in this report are in line with the Council's approaches to equalities and inclusion.

##### Sustainability Implications:

- 5.4 Recommendations in this report take into account sustainability implications.

##### Crime & Disorder Implications:

- 5.5 None identified directly in relation to this report.

Risk and Opportunity Management Implications:

5.6 None identified directly in relation to this report.

Corporate / Citywide Implications:

5.7 The recommendations made in this report are in line with the council's priorities.

**SUPPORTING DOCUMENTATION**

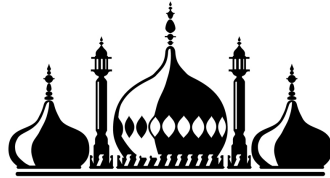
**Appendices:**

1. Report of the Winter Service Plan Scrutiny Panel, Volume 1.

**Background Documents:**

1. The Panel report Volume 2 contains the evidence presented to the scrutiny Panel.





# **Brighton & Hove City Council**

## **Report of the Winter Service Plan Review Scrutiny Panel**

**March 2010**

## **Winter Service Plan Review**

**Volume One**

### **Panel Members**

**Councillor Warren Morgan (Chair)  
Councillor Tony Janio  
Councillor Sven Rufus  
Councillor David Watkins**

## **CONTENTS**

- 1. Chairs Foreword**
- 2. Introduction**
- 3. Methodology**
- 4. Findings and Recommendations**
  - **Partnership Working**
  - **Gritting Routes**
  - **Cross Team Working**
  - **Schools**
  - **Communication**
  - **Supporting Residents**
  - **Capital Investment**

**Volume Two contains all of the Evidence and Appendices**



## Chairs Foreword

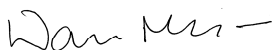
Following the extensive disruption caused by the severe snow and ice over the Christmas and New Year period, a cross-party scrutiny panel of councillors have reviewed how the council and other partners responded using the Winter Service Plan as a starting point.

We have made a number of recommendations as to how working practices can be improved, often building-upon and formalising changes that were implemented between the two snow events. We have also made recommendations on how the council might better prepare and equip itself in terms of resources, finances permitting. It will be up to the Administration to judge what further expenditure is essential, affordable or proportionate to the risk of further significant winter weather events occurring.

Whilst everything may not have been perfect, recognition needs to be given to the council officers and others who worked long hours in often very difficult conditions to try and keep the city moving.

We have not sought to criticise the response, rather suggest positive service developments that will mean the council and our partners are better prepared for events of a similar nature in the future. The preparedness for, and response to, events such as this should be kept under review and compared to that of other comparable authorities.

Particular thanks are offered to the witnesses who gave their expertise to the panel, and especially to the Head of Network Management and her team for their advice. Finally I would like to thank my scrutiny colleagues Councillors Tony Janio, Sven Rufus and David Watkins for working on this scrutiny review panel.



Councillor Warren Morgan  
Winter Service Plan Review Panel Chair

## Introduction

- 1.1 The Met Office reported the winter of 2009/2010 to have been the coldest in 30 years, punctuated by severe snow events during 16-21 December 2009 and 6-13 January 2010.<sup>1</sup> High levels of snowfall during the Christmas period caused severe disruption across both Brighton & Hove and the country as a whole.
- 1.2 Deposits of up to 15cm of snow fell across the city throughout the evening of Thursday 17 December and early morning of Friday 18 December 2009. This was followed by an unusually prolonged period of day time temperatures consistently below freezing. The resulting impacted frozen snow and ice resulted in very difficult driving and walking conditions throughout the city on treated and untreated routes, including footways. This in turn led to criticism that the Council hadn't met its service obligations, in spite of 'gritting' and pavement clearance operations undertaken in accordance with normal 'Winter Service' procedures.
- 1.3 Accumulations of snow of up to 10cm on higher ground were experienced from the 6 January 2010. There were repeated snowfalls from 6 through to 9 January and again on the 12 & 13 January, with each snowfall bringing between 2–10cm of additional accumulation. There were accompanying strong winds leading to significant snow drifts on outlying roads. Less ice was formed than during December, however repeated snowfalls meant that gritting was needed continually on the same routes after each snowfall.
- 1.4 Despite significant improvements in the response provided between the two snowfalls there was recognition within the council that there would be benefits from reviewing how the council and its partners responded, lessons learnt and whether good practice from other authorities could be replicated. It was therefore agreed by the Environment & Community Safety Overview & Scrutiny Committee (ECSOSC) on 8 February 2010 to undertake a short scrutiny review of the Winter Service Plan.
- 1.5 The council received large number of complaints regarding the support offered to residents during the snow. A summary of these is available as Appendix G. A constant theme was that residents felt isolated, their area had been forgotten and that insufficient gritting had been carried out across the city. The remit of this panel was not to examine or make judgements on any individual incidents or cases; those were for the appropriate departments and legal processes within the council to deal with in.
- 1.6 The recommendations in this report suggest improved working practices for the council and its partners to consider as part of the

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<sup>1</sup> <http://www.metoffice.gov.uk/corporate/pressoffice/2010/pr20100301.html>

Winter Service Plan (WSP). In many cases these seek to formalise and build upon changes initiated between the two snowfalls. There is a theme of 'Communications' and 'Information Sharing' throughout the recommendations.

- 1.7 The WSP details the actions the council will undertake to 'prevent or remove accumulations of ice and snow from the Public Highway'. It was prepared in accordance with LGA's Code of Good Practice for Highway Maintenance and Winter Maintenance Supplement and Best Value Code of Practice.
- 1.8 The requirement to prepare a WSP stems from legal obligations on the Highway Authority from the 1980 Highways Act, the Railways & Transport Act 2003 and Traffic Management Act 2004 that requires removal of snow and ice on the public highway as far as is reasonably practicable. This is to permit the safe movement of traffic on designated roads and to minimise accidents and delays brought about by adverse weather conditions.
- 1.9 The Council treats 40% of its highway network exceeding the Audit Commission Target of 24 – 38%. The current Winter Service Plan was approved with no objections at the Environment Cabinet Member meeting on 5 November 2009.
- 1.10 Winter Service is undertaken from November to March encompassing the predicted coldest temperatures and treats a priority network of approximately 250km of the council's 630km of public highway with rock salt and grit using vehicle mounted spreaders or 'gritters'.
- 1.11 The priority network of roads encompasses all A, B and C roads, all bus routes as well as key strategic destinations such as hospitals and premises related to emergency services.
- 1.12 Pavements are cleared and treated in exceptional circumstances such as severe and prolonged snowfall and arrangements exist with highway subcontractors to undertake this in specified areas in the Winter Service Plan. There are 350 grit bins located across the City.

## Methodology

- 2.1 Chaired by Councillor Warren Morgan the cross-party panel consisted of Councillors Tony Janio, Sven Rufus and David Watkins. Unlike most previous scrutiny panels, the panel was set up as a one-off meeting. It was agreed at Environment & Community Safety Overview & Scrutiny Committee (ECSOSC) on 8 February 2010 to supplement the extensive report and discussion undertaken at that meeting with a one-day scrutiny panel, with a view to it reporting back to its parent committee with recommendations by the early summer. Agenda Item 46 of the 8 February ECSOSC meeting agreed the terms of reference as:
- The council's Highways Winter Service Plan
  - The predicted regularity of severe winter weather
  - The council's response to the initial snowfall
  - Changes to the council's response at the time of the second snowfall
  - Suggestions for alterations to service provision
  - Comparative information available from other local authorities
  - Financial implications of any service modifications<sup>2</sup>
- 2.2 In order to address the terms of reference, the panel issued invitations to council officers and representatives of organisations throughout the city who had involvement or experience of the severe winter weather.
- 2.3 Primarily, the panel wanted to hear from the Highways and Cityclean departments, as they oversaw the running of the Winter Service Plan. In addition it was felt necessary to hear from both frontline council services that were affected by the snowfall (in particular Adult Social Care) and teams that deal with future planning and preparation for severe weather and the impact of climate change.
- 2.4 The WSP relates to public highways and all service providers should have emergency/contingency plans in place for severe disruptive events. The panel therefore took evidence from service providers in the city that had been disrupted by the severe weather. These included Sussex Police, East Sussex Fire Authority, the PCT and the Brighton & Hove Bus Company. Additionally the panel wished to hear from the business and third sectors.
- 2.5 Other local authorities were sent a questionnaire about their WSPs. Information collected from 9 authorities is contained within Appendix L.
- 2.6 Finally, the panel sent out a press release inviting members of the public who wished to, "contribute innovative ideas or constructive views

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<sup>2</sup> See Appendix F, 3.8

on how the council could improve its policy in response to severe weather in the future”<sup>3</sup>.

2.7 On the day of the meeting, the panel heard evidence from:

- Councillor Geoffrey Theobald, Environment Cabinet Member
- Thurstan Crockett, Head of Sustainability and Environmental Policy
- Mark Prior, Assistant Director, Sustainable Transport
- Christina Liassides, Head of Network Management
- Gillian Marston, Assistant Director, Cityclean & Cityparks
- Paul Martin, General Manager, Adult Social Care
- Sally Howard, Director of Operations, Brighton & Sussex University Hospitals Trust
- Juliet Warburton, Head of Primary and Community care, PCT
- Mike Best, Operations Director, Brighton & Hove Buses Company Ltd
- Lynne Henshaw, GMB Representative
- 3 members of the public

2.8 Additional evidence was received from a number of different council departments, organisations and individuals including:

- Councillor Pete West
- Councillor Bill Randall
- Robin Humphries, Civil Contingencies Manager
- Brighton & Hove City Council Legal Services
- Brighton & Hove Economic Partnership
- Brighton & Hove Older People’s Forum
- Community Voluntary Sector Forum
- East Sussex Fire Authority
- Sussex Police
- Hangleton & Knoll 50+ Steering Group
- North Moulsecoomb Tenants and Resident’s Association
- Chair of Governors, Carden Primary School
- 2 members of the public
- 9 local authorities

2.9 From the evidence obtained 10 recommendations have been produced.

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<sup>3</sup> See Appendix I

## FINDINGS AND RECOMMENDATIONS

- 3.1 During the course of a 'normal' winter the WSP has proved sufficient for ensuring the city remains free of ice and snow, so much so it was agreed at the November Environment Cabinet Member Meeting without any significant debate.<sup>4</sup> The WSP can therefore be seen as fit for purpose during the normal course of events.
- 3.2 However over the Christmas and New Year period events threw the response of the council to the severe weather into the spotlight and attracted considerable criticism.<sup>5</sup> This review has focused on what is required to ensure the WSP is capable of withstanding abnormally severe winter weather. The findings below are based upon the evidence presented to the panel, and many of the recommendations build upon improvements in response which were developed between the two snow events.
- 3.3 In making recommendations the panel have been acutely aware that a balance needs to be struck between being sufficiently prepared to cope with severe winter weather, and the need to be proportionate in allocating resources to cope with eventualities that happen only infrequently. For example there are 3,880 roads in Brighton and Hove; it is not possible to grit them all without diverting funds from other essential council activities. Nor is it feasible in terms of practical effectiveness within reasonable timescales.
- 3.4 Key to deciding how much resource to commit is an understanding of the probable frequency of such severe winter weather. During questioning the Head of Sustainability highlighted that it is 'difficult and dangerous to predict weather beyond the short term'.<sup>6</sup> A scrutiny review is currently being undertaken on climate change adaptation, a recommendation of which will be the allocation of resources to help the council and partners better understand future climatic trends, including through the Local Climate Impacts Profile (LCLIP). According to a range of projections and probabilities, it is, however, more likely that severe weather events will occur more frequently in future.<sup>7</sup> The panel are supportive of future work being undertaken to allow the city to better understand future climatic patterns.

### Partnership Working

- 3.5 A lot of the evidence heard by the panel related to the manner in which service providers across the city worked together, and how effective this was. The issues can be broken down into two main areas:

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<sup>4</sup> See Appendix B

<sup>5</sup> See Appendix G

<sup>6</sup> See Appendix M, p.133

<sup>7</sup> Ibid. p.135

- Understanding each others priorities and how these can be mutually supported and resourced.
  - Actual lines of communication during the snow fall.
- 3.6 Evidence presented to the panel highlighted that there was good partnership working between the council and the Brighton and Hove Bus Company (BHBC).<sup>8</sup> Buses are used by a large number of people to get to work and so keeping them moving is vital to keeping the city moving. Additionally, heavy vehicles such as buses are very useful in ensuring the salt and grit is properly spread and worked into the road surface.
- 3.7 There were clear and regular communications between the BHBC and the council as to which routes were gritted and when, and which needed further treatment. The council was praised for, amongst other things, allowing the buses to continue running by opening up its Traffic Control Centre to the BHBC. Representatives of the BHBC and the council agreed that there should be greater co-ordination with regards to clearing bus stops of snow and ice in the future. The council should work to emulate this level of cooperation with other partners
- 3.8 The PCT recommended the creation of a joint ‘communications hub’ where agencies could feed back proactive messages to residents, hospitals and other partners that severe weather was coming.<sup>9</sup> It was felt, especially during conversations with health service providers during the meeting, that people should know who to turn to and who to call within each partner organisation. To some extent the health services had practiced this with their conference calls but its scope could be extended.
- 3.9 It was apparent from evidence given during the review that there was a general lack of understanding of the (sometimes) limited effects of gritting as a way of ridding highways of ice and snow. This was particularly true of instances where the temperature drops below a certain level and remains there throughout a period of several days and nights with no intervening thaw. As a result some partners and the public were under the assumption that the highways had not been fully gritted, when in fact they had.
- 3.10 A more streamlined chain of command during severe weather was deemed necessary to avoid the problem officers faced when all partners were on the same high alertness level. It was pointed out that the Sussex Resilience Forum had a similar set-up and that the balance of the chain of command needs to be such that it is senior enough to make key decisions but not too high so as to be moved too far from the operational level.

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<sup>8</sup> See Appendix L, p.95-96 & Appendix M, p.145-147

<sup>9</sup> See Appendix M, p.142

- 3.11 Evidence from health partners showed that there was good communication within the health sectors to keep bed spaces open to treat a high number of fall victims. Regular conference calls between health partners ensured resources were coordinated and so bed spaces were kept open for emergencies.
- 3.12 There was a considerable discussion regarding the notion of prioritising support for partners' services during severe weather; namely that all partners (PCT, East Sussex Fire Service, Brighton & Hove Bus Company etc.) could consider themselves a priority and in most need of support from the highways team. This was recognised as being unsustainable on the grounds that:
- The Highways Team could not clearly differentiate between partners as to who to prioritise and who was most affected.
  - No contingencies are made by the Audit Commission for additional salt supplies to anything other than the highways during severe weather.
  - Clearing small roads, forecourts, cemeteries etc. means that main routes are invariably neglected.
- 3.13 It was proposed that each partner should provide the council with a snow resilience plan, laying out what their own responsibilities would be and under what circumstances they would need support and to what extent it would be needed. The Highways Team could then prioritise them accordingly. The snow resilience plan should be extended to internal departments such as ASC who require assistance during severe weather.
- 3.14 The panel also discussed that supporting partner organisations in prioritising gritting routes may necessitate exploring the viability of partners providing additional resource. It was mentioned by a panel member that Durham PCT had paid the County Council £1 million to such ends.
- 3.15 Other coordination of resources was discussed and the panel were supportive of following up the PCT's idea of a transport hub<sup>10</sup> to co-ordinate the purchasing and distribution of 4x4 vehicles amongst partners.<sup>11</sup> It was mentioned that the Civil Contingencies Team would be best placed to co-ordinate such an initiative. This idea was to be discussed at the PCT's Brighton & Hove Winter Planning Review seminar.

## RECOMMENDATIONS

- 1) **Greater coordination within the council and between partners is required, building upon examples of good practice. The WSP should be developed with input from partner organisations.**

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<sup>11</sup> See Appendix M, p.143



- 2) **All relevant services should have regularly updated snow resilience plans that feed into the WSP.**

### **Gritting Routes**

- 3.16 A review of gritting routes is undertaken on an annual basis. The current gritting routes already cover all bus routes and main roads. The WSP sets out a priority network of approximately 250km of the Council's 630km of Public Highway with rock salt and grit using vehicle mounted spreaders or 'gritters'.
- 3.17 The priority network of roads encompasses all A, B, and C roads, all bus routes as well as key strategic destinations such as hospitals and premises related to Emergency Services.
- 3.18 Pavements are only cleared and treated in exceptional circumstances such as severe and prolonged snowfall, and arrangements exist with highway subcontractors to undertake this in specified areas in the WSP. The panel was supportive of the prioritisation approach taken in the WSP; however there was debate as to increased importance being placed upon treatment for pavements.
- 3.19 Staff were drafted in to assist with snow clearance from other teams within the council, for example Cityparks. This was a welcome and necessary step which should be formalised and extended to increase the resource available.
- 3.20 During the severe weather there were competing demands for routes to be gritted with various organisations contacting the council requesting specific roads be prioritised. Gritting routes are developed to cover those roads that are deemed most important to priority services. Future reviews of gritting routes should ensure that partners feed their priority service requirements into the review of gritting routes. A similar scheme was carried out for the WSP in 2009-10 whereby the plan was sent to all emergency services, the NHS, some internal sections and the Bus Company with invitation to comment and update. Following recent experiences, this procedure can now be refined.
- 3.21 It was suggested by the Adult Social Care team and the PCT that information of accident black spots be reported to the Highways team to assist with post-treatment. Health statistics (to the extent they were available) showed most pedestrian falls to have occurred on areas that were already prioritised for footpath post-treatment – for example North Laines and Churchill Square.<sup>12</sup> However because only post-treatment is currently viable as an option, there would always be a time lag between the formation of snow and ice and its removal. Moreover,

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<sup>12</sup> See Appendix E

post-treatment is only viable itself if the footfall is high enough to allow the grit and salt to work, it is labour intensive and has sustainability implications. Nevertheless, health statistics could be a useful tool for reviewing gritting routes in the future.

- 3.22 It was also discussed that partners of BHCC could aid the Highways team in their job of clearing the road network. Then BHCC in turn could extend its help to its partners. The BHBC was particularly keen to do this, wanting to see more snow and ice clearance at bus stops and improved turnaround points for its fleet and offering to expand the use of buses as heavyweight vehicles to aid the gritting process.<sup>13</sup> It was also suggested that snow ploughs could be used by vehicles owned by partners such as Churchill Square, although the suitability of snow ploughs was questioned.

## **RECOMMENDATION**

- 3) A review of gritting routes is made on an annual basis. This review should explicitly ask partners whether existing gritting routes support their priority services. This review should also take into account health statistics available regarding accidents during the severe weather.**

## **Cross Team Working**

- 3.23 It was clear from the evidence presented to the panel that a large number of council staff worked extremely hard during what were clearly challenging conditions. Staff in a number of teams were overstretched and demand for information, support and services outstripped capacity to deliver.
- 3.24 The panel were presented with a number of good examples of staff being drafted in from other areas of the council to support various services.<sup>14</sup> The panel feel that the council should formalise the ad hoc practice of drafting in extra staff from other departments such as Cityparks and parking attendants to help the Highways team.
- 3.25 The ability to do this should be set out in the WSP, with lists of staff available to cover specific roles established. By necessity however it will need to remain an operational decision as to whether staff will be needed or kept on standby. Clearly decisions of this nature can have significant training, financial and health & safety at work implications. Discussions with unions will need to be held in order to take this recommendation forward.
- 3.26 A very clear example of where this approach would have benefits can be seen in that call centre capacity was exceeded during the snowfall.

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<sup>13</sup> See Appendix M, p.145-147

<sup>14</sup> See Appendix D, p.30-38 & Appendix M, p.136-141

Other departments could cover calls during future spikes in call traffic. A list of staff prepared to answer diverted calls could be provided up front and the necessary procedures and technical steps necessary should be put in place.

## **RECOMMENDATION**

- 4) Building upon action taken during the severe weather events, policies and procedures regarding the temporary transfer of staff to support specific services in the event of snow should be agreed across the council and wider public sector. Lists of staff available to support other services should be compiled, for example call centre capacity needs to be enlarged during periods of prolonged snowfall to deal with the increased volume of calls.**

### **Schools**

- 3.27 Evidence was presented to show that greater clarification as to when and why schools would be closed is needed, and that this should be communicated clearly to parents.
- 3.28 There was an underlying frustration and confusion as to why some schools remained open whilst others closed. In a number of cases this was due to staff being unable to journey to work.
- 3.29 The panel decided that the CYPT should be asked to work with schools to produce clear guidance to headteachers on school closures that can be communicated to staff and parents.

## **RECOMMENDATION**

- 5) Schools closure policy in the event of snow should be clarified and then communicated to all school heads and parents.**

### **Communication**

- 3.30 Much of the feedback the council received following the initial snowfall indicated that there was a need for improved communications; such as which roads were being gritted, advice on clearing snow, which schools were likely to be open and changes to waste collection.
- 3.31 The panel noted that the levels of communication offered by the council improved greatly between the first and second snow falls. There are, however, a number of learning points.
- 3.32 It was agreed that, as in January, the initial message to people should be, "all information is on the website" as a means of streamlining the council's response to the public's queries.

- 3.33 However the panel noted that the website could not be updated on weekends because staff were unable to get into work to do so. This problem was acknowledged by the Communications Team and needs to be addressed.
- 3.34 The use of social media as way of quickly and conveniently communicating with residents was supported. However more traditional media such as radio also need to be used to ensure all residents have access to the necessary information.
- 3.35 It was agreed that information should be published in Citynews in the autumn offering advice to people on what to do during severe weather and how to obtain information from the council.<sup>15</sup>
- 3.36 BHBC explained how their RealTime bus signs would soon be able to update residents on route alterations once their software was updated later in 2010.<sup>16</sup> This is to be welcomed.
- 3.37 There was also a clear need for advice as to liability for snow removal. An urban myth was in evidence that residents clearing snow from the pavement outside their property would be liable should any accidents occur.
- 3.38 Legal clarification was published between the snow events which stated ‘the claimant would have to show that:
- The way the householder tried to clear the ice created or made the situation worse
  - The injury sustained was the result of the actions of the householder and not just snow/ice
  - The actions of the householder were not what one would expect a reasonable householder to have undertaken
  - It was reasonably foreseeable that their action would cause damage or injury to passers by
- “It is therefore unlikely that any such claims would succeed.”<sup>17</sup>
- 3.39 Had this been communicated to residents earlier it seems likely that a greater number would have cleared the pavements, the cumulative affect of which would be to substantially increase the accessibility of the city.
- 3.40 It was discussed during the meeting how residents tended to understand and support council decisions (such as buses terminating at earlier points on their routes) if they were communicated to them. It was recommended that links should be established with the CVSF, LATs, Older Peoples’ Councils, Residents Associations and shopkeepers to help disseminate information and mobilise communities

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<sup>15</sup> See Appendix M, p.133

<sup>16</sup> Ibid. p.147

<sup>17</sup> See Appendix K, p.90

to help their neighbours and vulnerable people during severe weather or similar emergencies.

## **RECOMMENDATION**

- 6) Consideration needs to be given to communication with the public both during and prior to snow events:**
- a) Regular updates during periods of severe weather are required, thought needs to be given as to how this occurs if staff cannot reach their place of work.**
  - b) Use of social media should be expanded as it allows for frequent updates to reach large numbers of people. People should be directed towards the website for information, but that every effort should be made to maintain a sufficient call centre capacity to deal with calls from people who do not have internet access.**
  - c) Traditional media such as radio should also be used to communicate with residents.**
  - d) City News in the autumn should contain information on what to do during severe cold weather.**
  - e) Clear legal advice regarding liability for clearing snow from the pavement should made widely available.**
  - f) Discussions should be held with the CVSF and other third sector organisations so that information could be passed on to residents prior to or during severe weather to reassure, inform and mobilise them.**

## **Supporting Residents**

3.41 The panel received a suggestion regarding the purchase of a large number of plastic shovels for use by communities in the event of significant snowfall where people were unlikely to be able to store their own.<sup>18</sup> Community sheds as a depot for such shovels were also mentioned but were deemed inadvisable due to the possibility of vandalism. The panel were however supportive that the council has a role in encouraging local communities to have the capacity and resources to take independent local action during severe weather events. Further discussions should be held through LATs as to the best way to support local communities in this regard.

3.42 Over 450 requests for grit bins have been made following the snowfall. There are already 350 bins in the city located in areas off gritting routes, precisely to allow residents to grit their local area. They are however comparatively expensive to stock, taking around 10 days to replenish the existing network, and are often the subject of complaints by resident associations as eyesores and the target for vandalism. This has resulted in a significant number being removed in recent years.

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<sup>18</sup> See Appendix J, p.70

- 3.43 A strong desire was voiced by many residents, both directly to the panel and in much of the social media commentary that accompanied the snow, that whilst they didn't expect the council to grit everywhere they wanted support in being able to grit their own areas.<sup>19</sup>
- 3.44 The panel has chosen to recommend that gritting stations should be established. These would be locations where grit will be deposited by the council immediately prior to expected severe snow/ice. Further research will need to be carried out by officers as to the best way to integrate this into the WSP.

## RECOMMENDATION

- 7) **There is a need to support local residents in being able to clear and grit roads not on gritting routes. Gritting points should be established and marked where grit will be dropped off by the council when required.**

### Capital Investment

- 3.45 The replacement of the current fleet of gritting vehicles was agreed as part of the capital budget for 2010/11 and the need for acquisition of a new fleet was clearly illustrated to the panel. The current gritting vehicles are 10 years old and are less effective than modern vehicles, especially post-snowfall. A complete replacement of the fleet is needed and whilst a staggered purchase programme has some advantages this would eventually leave the fleet with some vehicles up to 15 years old.
- 3.46 Therefore the panel were supportive of the purchase of a new gritting fleet. However they were also of the opinion that in future a rolling programme of replacement should be timetabled to avoid the requirement for such large one-off capital purchase.
- 3.47 The exact type and specification of vehicles to be purchased is being investigated and the panel is concerned that officers are given sufficient time to research and market test the best options. The possibility of multi-purpose vehicles that could be used for other roles in Cityclean and Cityparks was discussed, creating a more flexible fleet and the panel felt this was worth further investigation.
- 3.48 The panel discussed investment in additional vehicles such as snow ploughs. However, they were dissuaded from recommending this course of action following advice that the topography of Brighton & Hove renders them ineffective. Whilst they can aid the passage of cars by depositing snow to the side of roads they negatively impact bus travel and pedestrian access.

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<sup>19</sup> See Appendix L, p.123-127 & Appendix M, p.150-152

- 3.49 It was agreed that a covered salt barn would provide both environmental storage and cost benefits to the council. The shelf life of uncovered salt can be seriously reduced compared to covered salt due to the affects of moisture on the consistency of the salt over time. It was also agreed that a covered salt barn would need to be in the centre of the city to maximise the efficiency of the gritting machines' routes. However recognising constrained resources a covered salt barn would be considered an aspirational recommendation due to its high cost.
- 3.50 It was agreed that the suggestion by the GMB of providing Highways, and possibly ASC, staff with studded shoe attachments would be beneficial in the event of further prolonged freezing of footways. Other winter clothing was considered adequate.

## **RECOMMENDATIONS**

- 8) **A new fleet of gritting vehicles is recommended and the panel support the agreed allocation of funds for this; in future vehicles should be replaced on a rolling programme and reviewed more frequently than every 10 years. Adequate staff time should be given to research the best available vehicles. This should include adaptations to existing pavement sweeping vehicles to enable them to clear snow if appropriate.**
- 9) **A covered salt barn at the Hollingdean Depot would be of benefit. This should be prioritised as part of any future upgrades to the Depot.**
- 10) **There should be immediate investment in relatively inexpensive equipment such as shoe adaptors for priority council staff to enable them to work during severe snow events.**





# **ENVIRONMENT AND COMMUNITY SAFETY OVERVIEW AND SCRUTINY COMMITTEE**

## **Agenda Item 8**

Brighton & Hove City Council

**Subject:** Report of the 20 mph Speed Limits/Zones Scrutiny Panel

**Date of Meeting:** 21 June 2010

**Report of:** Director of Strategy and Governance

**Contact Officer:** Name: Tom Hook Tel: 29-1110  
E-mail: tom.hook@brighton-hove.gov.uk

**Wards Affected:** All

### **FOR GENERAL RELEASE**

#### **1. SUMMARY AND POLICY CONTEXT:**

- 1.1 The issue of 20 mph speed limits/zones was referred to scrutiny as it was considered a matter that required in-depth analysis and consideration.
- 1.2 The report of the 20mph speed limits/zones scrutiny panel is presented here for approval by the Environment and Community Safety Overview and Scrutiny Committee.

#### **2. RECOMMENDATIONS:**

That members:

- 2.1 Endorse the scrutiny panel's report.
- 2.2 Agree to refer the report recommendations to the council's Executive and to the appropriate partner organisations.
- 2.3 To add monitoring of outcomes of agreed recommendations, to the Committee's work plan.

#### **3. BACKGROUND INFORMATION**

- 3.1 The scrutiny panel comprised Councillor Pete West (Chairman)

Councillors Jayne Bennett, Gill Mitchell, David Watkins and Geoffrey Wells

- 3.2 Over a period of around 6 months the panel spoke with representatives from a wide range of organisations to gather evidence and opinion on 20 mph speed limits/zones.
- 3.3 The recommendations of this review are based on the evidence heard and the opinions put forward by experts in this field and residents.

#### **4. CONSULTATION**

- 4.1 Officers have been consulted on the findings of the scrutiny review

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

##### Financial Implications:

- 5.1 The financial implications of adopting the scrutiny panel's recommendations will be considered by the Council's Executive alongside the relevant budgets.

##### Legal Implications:

- 5.2 The Committee has the necessary power to agree the panel's recommendations. It then falls to the Executive and other bodies to whom the recommendations are directed to decide what action, if any, to take in response.

##### Equalities Implications:

- 5.3 Other than road safety benefits there are indications that slower speeds increase community ties and may help to prevent social isolation so increasing residents' quality of life. Additionally, there are key health benefits which 20 mph speed limits/zones help to achieve; less transport-related air pollution and noise from traffic will benefit residents' health, and potential mental health benefits will arise due to the reductions in accident related traumas.

##### Sustainability Implications:

- 5.4 There are no sustainability implications arising directly from this report.

##### Crime & Disorder Implications:

- 5.5 None identified directly in relation to this report.

Risk and Opportunity Management Implications:

5.6 None identified directly in relation to this report.

Corporate / Citywide Implications:

5.7 The recommendations made in this report are in line with the council's priorities in protecting the environment and reducing inequality.

**SUPPORTING DOCUMENTATION**

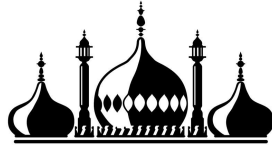
**Appendices:**

1. Report of the 20mph speed limits/zones scrutiny Panel, Volume 1.

**Background Documents:**

1. The Panel report Volume 2 contains the evidence presented to the scrutiny Panel.





**Brighton & Hove  
City Council**

**Report of the 20 mph Speed Limits/Zones Scrutiny  
Panel**

May 2010

**SPEED REDUCTION REVIEW:  
An Investigation into 20 mph speed limits/zones**

**Volume One: The Recommendations**

Panel Members:

Councillor Pete West (Chairman)  
Councillor Jayne Bennett  
Councillor Gill Mitchell  
Councillor David Watkins  
Councillor Geoffrey Wells

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<b>6. Conclusions and Recommendations</b>	<b>page 34-38</b>

**Volume Two contains the evidence**

## **1. Chairman's Introduction**

In Brighton and Hove the number of road collisions occurring has fallen in recent years. There still are, however, too many accidents taking place and there is an overwhelming perception amongst residents that the city's roads are just too dangerous.

The issue of 20 mph speed limits/zones was referred to scrutiny as it was considered a matter that required in-depth analysis and consideration. The purpose of this report is to highlight the consequences which may arise from changing the speed limit on roads in the city. During the last six months the panel spoke with representatives from a wide range of organisations to gather evidence and opinion on 20 mph speed limits/zones. The recommendations of this review are based on the evidence heard and the opinions put forward by experts in this field and residents.

During the course of this scrutiny review a number of residents' associations shared their experiences with the panel and made it very clear that many vulnerable road users feel threatened by traffic in the city and that there is not the infrastructure in place to support them as they move about. The speed of traffic as well as the lack of adequate crossing facilities was consistently mentioned by residents as being a significant problem and a barrier to them moving safely around the city. The panel found a large amount of support for speed reduction initiatives from the residents' associations it heard from and from residents who submitted comments for the panel to consider. There is a clear need and demand for the council to do more to ensure that the city's roads are made safer and more welcoming for all road users, and that road accidents are prevented from happening.


The evidence heard by the panel on the benefits of slower speeds was clear; pedestrians have a 95% chance of surviving crashes at speeds of 20 mph or less but less than a 50% chance of surviving a crash at speeds of around 30 mph. Furthermore, speed reduction initiatives have additional quality of life and health benefits. 20 mph speed limits/zones help to improve the urban realm and create safer environments for walkers; particularly children, young people, and older people; and better cycling conditions for cyclists. A safer and more pleasant environment in turn encourages more active travel which has direct physical health benefits for residents. 20 mph speed limits/zones also contribute to creating vibrant people-centred environments and may increase community ties and reduce social exclusion. There are also direct health benefits of speed reduction initiatives from less transport-related air pollution and noise, as well as potential mental health benefits due to the reduction in accident related traumas.

What was also clear from the evidence heard is that there is no single solution for the whole city. Whilst slower speed limits have substantial benefits for everybody they need to be used on roads where local conditions warrant them; for example, on roads used most often by vulnerable road users such as residential roads, roads next to parks and playgrounds, sport and leisure facilities, older people's care homes, community buildings, local shops,

schools, as well as roads used by pupils on their routes to school, and in busy shopping areas of the city. Speed limits on these roads need to be reduced to make it obvious to drivers that there are clear safety reasons to drive slower in these areas. Traffic in the city, however, needs to be kept moving and so main through routes in the city where they do not fall into the above categories, should not be included in speed reduction initiatives; although the ongoing safety issues on these roads need to be attended too as a matter of priority. Such a clear differentiation in speed limits between these different types of roads sends a clear message to all road users, and will help to make vulnerable road users feel safer on the roads they use the most.

The safety and well-being of residents as well as visitors to this city should be a high priority for the council. Ensuring that the speed limits on the city's roads are right for local conditions will go a long way to increasing the safety of the city's roads, preventing accidents from occurring and supporting the uptake of sustainable transport choices. The approach recommended by this scrutiny panel needs to be prioritised and adequately funded through the Local Transport Plan 3. The approach should also be embedded into the city's sustainable transport strategy.

My thanks on behalf of the panel go to all the expert witnesses and residents who gave their time and contributed to the review. I am also grateful to Councillors Jayne Bennett, Gill Mitchell, David Watkins, and Geoffrey Wells for their work as panel members.

A handwritten signature in black ink, appearing to read 'Pete West', with a small dot at the end.

**Councillor Pete West**



## **2. Executive Summary**

2.1 This section provides a brief summary of the panel's report and lists the panel's recommendations.

2.2 Firstly, a brief note on terminology. This report uses the term '20 mph zone' to indicate areas where traffic calming measures are needed to ensure speeds are kept at, or below, 20 mph. The term '20 mph speed limit' refers to areas where signs only are used and no additional traffic calming measures are required as average speeds in an area are 24 mph or less. The term '20 mph area' refers to clusters of 20 mph speed limits and 20 mph zones which are joined together to form larger areas of 20 mph speed restrictions. Lastly, the term 'vulnerable road users' refers to pedestrians, particularly older people, children, and young people, as well as cyclists and motorcyclists.

### **2.3 The panel's terms of reference**

- To gain an understanding of the collision statistics
- To seek a range of views as to the impact of 20 mph speed limits and 20 mph zones on road safety in terms of reducing vehicle speeds and casualty numbers
- To investigate what options other local authorities across the country are pursuing in terms of 20 mph speed limits/zones
- To gain an understanding of the potential environmental impacts of 20 mph speeds on air quality, tail pipe and carbon emissions as well as noise
- To gain an understanding of the potential 'other benefits' which 20 mph speeds may bring, such as health benefits, increased sociability, and better walking and cycling conditions
- To gain an understanding of any potential consequences of any displacement of traffic as a result of introducing lower speed limits
- To gain an understanding of the speed limit review currently being undertaken in the city and the links with this investigation
- To identify the benefits, feasibility and potential costs of various 20 mph speed options for the city
- To develop recommendations for the future development of council policy on 20 mph speed limits/zones

### **Key findings**

2.4 An extensive study of 20 mph zones in London has demonstrated that 20 mph zones are associated with a 42% reduction in all casualties, and that areas adjacent to 20 mph zones also see a reduction of 8% for all casualties.<sup>1</sup> There is no doubt that when traffic is forced to travel at speeds of 20 mph or less, it saves lives.

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<sup>1</sup> Grundy et al, 2009, *Effect of 20 mph traffic speed zones on road injuries in London, 1986-2006*, British Medical Journal

- 2.5 However, some of the traditional traffic calming measures used in the past such as speed bumps and humps are very unpopular with drivers, cyclists, taxi drivers, buses, and many residents living near to the zones.<sup>2</sup>
- 2.6 Additionally, 20 mph zones are very resource intensive to implement and as a result interventions in Brighton and Hove have had to be prioritised depending on the severity and numbers of accidents occurring and the resources available. This has meant that the council has reacted to traffic problem areas and road accidents in a piecemeal and small-scale way, and has left residents feeling that their concerns about dangerous roads are not being dealt with adequately enough. The panel feels that a new approach to introducing these types of road safety measures needs to be introduced and that this approach needs to have a wider impact and not be so costly.
- 2.7 Conclusions from an independent interim evaluation of the area-wide 20 mph speed limit scheme introduced in Portsmouth are interesting to note. After implementation there was an average speed reduction of 0.9 mph on roads included in the scheme. On some roads included in the scheme where average speeds were higher than 24 mph significant speed reductions were seen on some of the roads. There was a 13% overall reduction in accidents and a 15% reduction in the number of casualties, although reductions in both accident and casualty numbers fluctuated across the city.<sup>3</sup> It should be noted that the evaluation of the Portsmouth scheme is based on one year's worth of data and road safety data requires three years of data to be considered robust, however, the results so far do indicate some positive benefits from the scheme.
- 2.8 The Portsmouth scheme demonstrated that where average speeds of 24 mph or less exist, then 20 mph speed limits can be successfully used to formalise an existing practice of slow driving, and act as a deterrent to aggressive driving as well as reduce casualty numbers. Additionally, 20 mph speed limits can reduce speeds on roads where average speeds are higher than 24 mph, although not always so that average speeds are compliant with the 20 mph speed limit.<sup>4</sup>
- 2.9 20 mph speed limits are likely to be effective on clusters of streets where average speeds are low, or next to 20 mph zones to increase the area covered by the zone.<sup>5</sup> When 20 mph speed limits are introduced in areas where they are right for local conditions they work

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<sup>2</sup> See sections 5.10 and 5.11 in this report

<sup>3</sup> Atkins, 2009, *Interim Evaluation of the Implementation of 20 mph Speed Limits in Portsmouth: Phase 1 - Final Report*, DfT

<sup>4</sup> Atkins, 2009, *Interim Evaluation of the Implementation of 20 mph Speed Limits in Portsmouth: Phase 1 - Final Report*, DfT

<sup>5</sup> See sections 5.5 and 5.6 in this report

to reduce traffic speed, prevent accidents, formalise already slow driving behaviour, and deter aggressive driving.

- 2.10 As well as road safety benefits there are additional and important benefits which 20 mph speed limits/zones have. 20 mph speed limits/zones help to improve the urban realm and create safer environments for vulnerable road users. This encourages residents to engage in more active travel which will improve the health of local residents as well as contribute to creating vibrant people-centred environments. There are indications that slower speeds also increase community ties and may help to prevent social isolation so increasing residents' quality of life. Additionally, there are key health benefits which 20 mph speed limits/zones help to achieve; less transport-related air pollution and noise from traffic will benefit residents' health, and potential mental health benefits will arise due to the reductions in accident related traumas. 20 mph speed limits/zones help to make areas of the city more accessible to vulnerable road users.<sup>6</sup>
- 2.11 Any speed reduction initiative introduced needs to consider issues of enforcement, compliancy, and coherency. The police do not have the resources to enforce 20 mph speed limits when they are introduced in ways which are not considered to be in line with the guidance. Sussex Police recommend therefore that 20 mph speed limits should only be introduced on roads where average speeds are less than 24 mph. If a speed reduction initiative is to be introduced on roads where average speeds are more than 24 mph, then traffic calming measures should be introduced to make these areas self-enforcing. Speed reduction initiatives should be easy to comply with in order to ensure that drivers are not unnecessarily criminalised. In order to ensure maximum effectiveness any changes to speed limits need to be coherent and made in ways which make sense to drivers and other road users.<sup>7</sup>
- 2.12 Evidence gained from the Speed Limit Review of all C and Unclassified Roads will be important in evidencing where in the city average speeds are currently 24 mph or lower.
- 2.13 The environmental impacts of speed reductions are difficult to assess because of the number of variables involved. Driving styles greatly impact on the amount of pollutants and emissions emitted from a vehicle. Simplistically, regular acceleration and braking increases fuel consumption and the amount of pollutants emitted, conversely if traffic is kept moving, or there is a reduction in the volume of traffic, then less pollutants and emissions are emitted. Any speed reduction initiative introduced needs to take this relationship into account, as well as factor in the potential benefits which may arise should residents choose to use more sustainable forms of transport as the roads are perceived to be safer due to speed reductions. Reducing speed limits may help to

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<sup>6</sup> See section 5.7 in this report

<sup>7</sup> See section 5.8 in this report

also reduce noise from traffic, so increasing the benefits of speed reductions for residents.<sup>8</sup>

- 2.14 Evidence from the UK Noise Association suggested that reducing the speed limit on main roads in the city would be beneficial for reducing noise pollution.<sup>9</sup> However, such benefits need to be weighed up against the need to keep traffic flowing through and around the city and avoiding congestion. The panel felt that over all it would be better to keep main through roads moving at 30 mph, where these roads have average speeds of over 24 mph, or were not heavily used by vulnerable road users.
- 2.15 However, there are key safety concerns with some of the main roads in the city; in particular vulnerable road users do not feel safe being able to cross busy main roads and there are often no safe places or crossings available to vulnerable road users in the right locations.<sup>10</sup> These safety concerns need to be addressed as a matter of priority.
- 2.16 There is widespread concern amongst residents about the safety of many of the roads in the city as a result of the speed at which traffic travels. Many residents feel that they should not have to wait until an accident happens in their area before a road safety initiative is introduced. There is a large amount of support and demand from residents for speed reduction initiatives. Such concerns and demands require the council to take a much more widespread and systematic approach towards making road safety improvements.<sup>11</sup>

## **Conclusions and Recommendations**

- 2.17 The panel, on the basis of the evidence they had heard and collected, feel that the council needs a new approach to introducing speed reduction initiatives in the city, an approach which is more widespread and works to create safer roads for vulnerable road users across the city.
- 2.18 The panel found that when introduced into the right areas 20 mph speed limits and 20 mph zones can be used to not only increase the safety of roads for all road users, preventing accidents and reducing speeds, but to bring about benefits in health and quality of life outcomes. Indeed, 20 mph speed limits/zones not only help to improve local environments and make them safer for vulnerable road users they help to create vibrant people-centred environments, strengthen community ties and promote sustainable travel choices. 20 mph speed limits/zones also help to bring about key health benefits by increasing

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<sup>8</sup> See section 5.12 in this report

<sup>9</sup> See section 5.12 in this report

<sup>10</sup> See section 5.10 in this report

<sup>11</sup> See section 5.10 in this report

physical exercise as well as reducing transport-related air and noise pollution which heavily effects residents' health.

- 2.19 The panel concluded that the city would benefit from having areas of 20 mph speed limits introduced into the city and that 20 mph speed limits should be used primarily on roads which vulnerable road users use the most; such as roads outside schools, routes to schools, on roads next to parks and playgrounds, sports and leisure facilities, community buildings, older people's care homes, local shops, on roads which are primarily for residential use, as well as on busy shopping streets. Introducing 20 mph speed limits on these roads sends a clear message to drivers that there are safety reasons for driving slower.
- 2.20 The panel concluded that 20 mph speed limits should be introduced on all residential roads, on roads where there are high numbers of vulnerable road users, and on roads where average speeds are 24 mph or less. Evidence from the speed limit review of all C and Unclassified roads will help to identify which roads these are. Information on the speed limit review, including the methods for identifying the clusters and priority areas needs to be made available.
- 2.21 The panel also concluded that where average speeds on residential roads and in high pedestrian and cyclist use areas are higher than 24 mph, then speed reduction initiatives should be supported by traffic calming measures, although speed bumps and humps should ideally not be used.
- 2.22 20 mph speed limits and zones need to be easily identifiable and therefore common features should be used to indicate to drivers that they are entering an area which requires them to drive slower. Where possible, 20 mph zones and 20 mph speed limits should be joined together to form 20 mph areas as this will help to ensure that speed limits in the city are coherent and easy to comply with. Care should be taken when implementing 20 mph areas to ensure that traffic problem areas and rat running is not created on roads not included in the 20 mph areas.
- 2.23 Where the criteria are met, 20 mph areas should be accompanied by the introduction of more crossing facilities to better enable pedestrians and cyclists to cross main busy roads and to link 20 mph areas. This will greatly aid vulnerable road users to move safely around the city.
- 2.24 The panel found that in terms of overall benefits the main through roads in the city where they do not fit into the above criteria, should not be included in speed reduction schemes. However, the road safety concerns of residents using these roads, which are mostly about being able to cross the road safely, need to be attended to as a matter of priority.

- 2.25 Residents need to be involved and consulted on plans to introduce 20 mph areas in order to ensure community buy-in into speed changes and therefore better compliancy. Local action teams, many of which have road safety as a key priority in their action plans, and residents' associations', should also be involved in plans to introduce 20 mph areas. This consultation process as well as public expectation will need to be carefully managed. Additionally, the criteria for the implementation process of 20 mph areas should be made available to residents.
- 2.26 The impacts of 20 mph initiatives need to be carefully monitored and evaluated.
- 2.27 The Road Safety Team and Transport Department at the council have undertaken a number of highly successful schemes which have made the city's roads considerably safer for residents and visitors. Indeed 20 mph speed limits/zones are just one element of a much larger programme of road safety projects and engineering work undertaken by the council. The approach recommended by the panel aims to build on this good work and offer a more widespread and systematic approach to implementing 20 mph speed limits/zones across the city. Such an approach will require the whole Transport Department to be involved in developing and implementing the schemes and will need resourcing.
- 2.28 The panel developed the following recommendations based on the evidence heard from the expert witnesses and the opinions received from residents:

**Recommendation 1**

***That the council introduce a policy of reducing speed limits on roads primarily for residential use, and on those roads where high numbers of vulnerable roads users use the roads; particularly those roads outside schools, routes to schools, roads outside parks and playgrounds, sports and leisure facilities, community buildings, older people's care homes, local shops and on roads in busy shopping areas.  
(See section 5.5, 5.6, 5.7, 5.10 for the evidence to support this)***

**Recommendation 2**

***That the speed limit review currently being conducted to assess average speeds on C and Unclassified roads in the city be used to identify roads in the city that would benefit from 20 mph speed limits as average speeds are 24 mph or less.  
(See section 5.5, 5.6, 5.7, 5.8, 5.9, 5.10 for the evidence to support this.)***

**Recommendation 3**

***That those roads identified in recommendations 1 and 2 be clustered together to form coherent 20 mph areas.***

***(See section 5.4, 5.5, 5.6, 5.7, 5.8, 5.10 for the evidence to support this.)***

**Recommendation 4**

***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.***

**Recommendation 5**

***That where needed 20 mph areas are supported by additional traffic calming measures. However, these measures should ideally not include the use of speed bumps or humps but high quality design measures which are fit for purpose for local areas.***

***(See section 5.10, 5.11 for the evidence to support this.)***

**Recommendation 6**

***That easily understandable criteria for the implementation of 20 mph areas be made available to residents so that they can understand why some areas of the city will be prioritised for speed reduction initiatives first.***

**Recommendation 7**

***That taking into account those areas identified in recommendations 1, 2 and 3, main roads in the city should not have speed reduction initiatives introduced. However, the council should look as a matter of priority at other road safety measures which can be used to make these roads safer for vulnerable road users. In particular, the concerns of residents about being unable to cross these types of roads safely should be addressed.***

***(See section 5.10 for the evidence to support this.)***

**Recommendation 8**

***That as a matter of priority, and where criteria are met, more crossing facilities, zebra crossings, and safe spaces for vulnerable road users to cross roads are introduced in conjunction with 20 mph areas and on main busy roads.***

***(See section 5.10 for the evidence to support this.)***

**Recommendation 9**

***That Local Action Teams and local residents' associations are actively involved and consulted with on plans to introduce 20 mph initiatives in their areas.***

***(See Section 5.10 for the evidence to support this.)***

**Recommendation 10**

***That, in order to ensure community buy-in and maximum compliancy, residents are engaged and consulted with on plans to introduce 20 mph initiatives into their areas.***

***(See Section 5.10 for the evidence to support this.)***

**Recommendation 11**

***That as part of the public consultation and engagement exercise, awareness raising and education campaigns are also undertaken to highlight key problem areas in the city and the need for slower speeds and safer driving and road use in the city.***

***(See Section 5.13 for the evidence to support this.)***

**Recommendation 12**

***That a carefully planned, long-term monitoring and evaluation exercise takes place so that evidence on the impacts of the initiatives introduced, and effectiveness of gaining and maintaining community buy-in, can be collected and responded to.***

**Recommendation 13**

***That 20 mph areas are identified as quickly as possible and that adequate funding is prioritised and set aside for implementing these initiatives as part of the Local Transport Plan (3).***

**Recommendation 14**

***That the Environment and Community Safety Overview and Scrutiny Committee monitor progress of these recommendations with the first update report brought to the committee after six months.***

**Recommendation 15**

***That the feasibility of piloting in a suitable area, new technology to manage traffic speed such as 'green light wave' technology and other forms of smart technology be considered.***



### **3. Introduction**

- 3.1 There is great concern amongst a number of residents and elected members about the speed which traffic travels on many of the roads in Brighton and Hove. Between June 2008 and October 2009, 15 petitions with a total of 3,575 signatures were submitted to the council on the issue of road safety problems in the city. Of these, seven petitions (with a total of 1,390 signatures) specifically requested either traffic calming measures or a 20 mph speed limit. Eight petitions (a total of 2,185 signatures) were on related road safety issues such as concerns over pedestrian safety, speeding traffic, and requests for pedestrian crossings.<sup>12</sup>
- 3.2 This concern with the speed of traffic and the safety of vulnerable roads users is mirrored in other cities across the country, and some cities have responded by introducing widespread 20 mph speed limits in residential and built up areas. Cities such as Portsmouth, Oxford, Norwich, Leicester and Newcastle-upon-Tyne, as well as areas in London including Islington and Hackney now have large areas of 20 mph speed limits. Bristol and Warrington are currently piloting areas of 20 mph speed limits within their boundaries.<sup>13</sup>
- 3.3 On 06 October 2009, in response to the high number of requests for speed reduction initiatives the Cabinet Member for Environment wrote to the Environment and Community Safety Overview and Scrutiny Committee (ECSOSC) to request that the committee consider the issue of 20 mph speed limits/zones and the evaluation report on the 20 mph speed limit scheme introduced in Portsmouth.
- 3.4 On the 08 October 2009, Council considered a Notice of Motion to reduce the default speed limit in built-up areas from 30 to 20 mph. The Notice of Motion requested that a scrutiny panel be set up to undertake a detailed study and examination of 20 mph speed limits/zones. Council agreed to send this request for a scrutiny panel to the ECSOSC to consider.
- 3.5 At its meeting on the 09 November 2009 members of the ECSOSC agreed to set up a scrutiny panel to explore the issue of 20 mph speed limits/zones in the city.

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<sup>12</sup> See appendix of scrutiny panel's scoping paper

<sup>13</sup> 20s Plenty written evidence, 22/02/2010

## **4. Methodology**

- 4.1 Members of the 20 mph scrutiny panel included: Councillors Pete West (Chairman), Jayne Bennett, Gill Mitchell, David Watkins and Geoffrey Wells. The panel met for the first time on the 01 December 2009 to scope the review.
- 4.2 The panel agreed the following terms of reference for the review:
- To gain an understanding of the collision statistics
  - To seek a range of views as to the impact of 20 mph speed limits and 20 mph zones on road safety in terms of reducing vehicle speeds and casualty numbers
  - To investigate what options other local authorities across the country are pursuing in terms of 20 mph speed limits/zones
  - To gain an understanding of the potential environmental impacts of 20 mph speeds on air quality, tail pipe and carbon emissions as well as noise
  - To gain an understanding of the potential 'other benefits' which 20 mph speeds may bring, such as health benefits, increased sociability, and better walking and cycling conditions
  - To gain an understanding of any potential consequences of any displacement of traffic as a result of introducing lower speed limits
  - To gain an understanding of the speed limit review currently being undertaken in the city and the links with this investigation
  - To identify the benefits, feasibility and potential costs of various 20 mph speed options for the city
  - To develop recommendations for the future development of council policy on 20 mph speed limits/zones
- 4.3 The panel agreed to hold four public meetings and invite a number of expert witnesses to attend to give evidence to the panel. It was also agreed that a number of representatives from local resident's associations and groups would be invited to the fourth public meeting to give their opinions on 20 mph speed limits and zones.
- 4.4 As well as taking evidence in public the panel agreed to write to a number of organisations and experts to gather written evidence and canvass opinion on 20 mph speed limits/zones as widely as possible.
- 4.5 The panel also agreed to undertake a site visit to Portsmouth to see the 20 mph scheme introduced there.

### **Evidence-gathering process:**

- 4.6 The panel held public meetings on 19 January, 26 January, 11 February, and 23 February 2010. The panel heard evidence from the following groups and organisations:

- Sussex Police
- Air Quality, Brighton and Hove City Council
- UK Noise Association
- Brighton and Hove Bus Company
- Road Safety Team, Brighton and Hove City Council
- Living Streets
- London School of Hygiene & Tropical Medicine
- Older People's Council
- Bricycles
- Cabinet Member for Environment, Brighton and Hove City Council
- Proposer of Notice of Motion (Councillor Ian Davey)
- London Road Area Local Action Team
- Lansdowne Area Resident Association
- Hangleton and Knoll Ward (Councillor David Smart)
- Goldsmid Ward (Councillor Melanie Davis)
- Westbourne Ward (Councillor Denise Cobb)
- Woodingdean Speedwatch Group
- Friends of Queens Park/Queens Park Local Action Team
- Lewes Road for Clean Air Group

4.7 A number of council departments, and local and national organisations and groups were contacted between December 2009 and March 2010 and invited to make comments on the impact of 20 mph speed limits/zones in the city:

- Tourism and Venues, Brighton and Hove City Council
- Culture and Economy, Brighton and Hove City Council
- Economic Partnership
- Brighton and Hove Business Forum
- North Laine Traders Association (NLTA)
- City Clean, Brighton and Hove City Council
- The Taxi Forum
- Big Lemon Bus Company
- East Sussex Fire and Rescue Service (ESFRS)
- South East Coast Ambulance Service (SECamb)
- Brighton and Hove Federation of Disabled People
- Environmental Protection UK
- Public Health, Brighton and Hove City Council
- 20s Plenty Campaign
- Royal Society of Prevention of Accidents (ROSPA)
- The Institute of Advance Motorists (IAM)
- The Environmental Transport Association (ETA)
- The RAC
- The AA

4.8 Additionally, all elected members, local action teams and neighbourhood forums were emailed and invited to submit their opinions and comments for the panel to consider. In order to facilitate this process a standard comments sheet with background information

on the scrutiny review was sent to all those who expressed an interest in contributing their comments and opinions.

- 4.9 Information about the scrutiny review was also included in a January issue of the school bulletin along with a copy of the comments sheet. All independent schools were also emailed and sent a copy of the comments sheet to complete with their opinions and comments.
- 4.10 A press release on the scrutiny panel was issued after the panel's scoping meeting as well as again in January and this attracted some interest from members of the public who were sent a comments sheet to complete and return.
- 4.11 Members of the panel undertook a site visit to Portsmouth on 12 March 2010. Panel members met with the engineer responsible for implementing the 20 mph scheme in Portsmouth and were taken on a tour of the scheme.
- 4.12 The panel wish to thank all those who attended its public meetings to give evidence to the panel as well as all those who wrote to them with their comments and opinions. Whilst the panel has tried to take all the views expressed into account when making their recommendations, the recommendations do, however, remain those of the panel.

## 5. Issues and Findings

5.1 This section highlights the key evidence collected by the panel.

### 5.2 Road accident data:

5.2.1 Between 1<sup>st</sup> January 2006 and 31<sup>st</sup> October 2009 the following number of road collisions occurred in Brighton and Hove<sup>14</sup>:

	Year				
<b>Severity</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>Total</b>
Fatal	9	6	5	2	22
Serious	156	152	124	117	549
Slight	827	893	811	598	3129
<b>Total</b>	<b>992</b>	<b>1051</b>	<b>940</b>	<b>717</b>	<b>3700</b>

5.2.2 Between 1<sup>st</sup> January 2006 and 31<sup>st</sup> October 2009 there were the following number of road casualties in Brighton and Hove<sup>15</sup>:

	Year				
<b>Severity</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>Total</b>
Fatal	9	6	5	2	22
Serious	162	158	136	122	578
Slight	1042	1132	1067	767	4008
<b>Total</b>	<b>1213</b>	<b>1296</b>	<b>1208</b>	<b>891</b>	<b>4608</b>

5.2.3 Between 1<sup>st</sup> January 2006 and 31<sup>st</sup> October 2009 on A and B roads in Brighton and Hove the following number of collisions took place<sup>16</sup>:

<b>Severity</b>	
Fatal	7
Serious	277
Slight	1560
<b>Total</b>	<b>1844</b>

5.2.4 Between 1<sup>st</sup> January 2006 and 31<sup>st</sup> October 2009 on C or Unclassified roads in Brighton and Hove the following number of collisions took place<sup>17</sup>:

<b>Severity</b>	
Fatal	7
Serious	147
Slight	894
<b>Total</b>	<b>1048</b>

<sup>14</sup> Data provided by Sussex Safer Roads partnership, 18 November 2009

<sup>15</sup> Data provided by Sussex Safer Roads Partnership, 18 November 2009

<sup>16</sup> Data provided by Sussex Safer Roads Partnership, 18 November 2009

<sup>17</sup> Data provided by Sussex Safer Roads Partnership, 18 November 2009

- 5.2.5 The road accident data indicates that there have been on average 2 to 3 road collisions occurring everyday on the city's roads; although the numbers of collisions have been falling in recent years.
- 5.2.6 The most commonly cited contributory factor recorded by police officers when attending a road collision is a failure to look properly. This was cited in about 32% of all reported injury collisions between 1<sup>st</sup> November 2006 and 31<sup>st</sup> October 2009. The second largest contributory factor recorded was a failure to judge the other persons path or speed, and this was cited in about 17% of collisions. Lack of attention on the part of all road users, is an important contributory factor in accidents in Brighton and Hove. Factors such as lack of attention, careless driving, following too close, sudden braking etc, are all likely to be exacerbated by higher speeds; the lower the speed of a vehicle, the more time everyone has to react and potentially avoid serious and/or fatal accidents.<sup>18</sup>
- 5.2.7 There has been a substantial amount of research undertaken to prove that slower speeds tend to save lives, particular the lives of vulnerable road users. It is widely agreed that pedestrians have a 95% chance of surviving crashes at speeds of 20 mph or less but less than a 50% chance of surviving a crash at speeds of around 30 mph.<sup>19</sup>

### **Key findings:**

- 5.2.8 Whilst the number of collisions in the city is falling, more needs to be done to prevent accidents from occurring in the first place. Slower speed limits may be a useful tool to increasing the safety of many of the city's roads and preventing road accidents.

### **5.3 Road Safety Initiatives in Brighton and Hove:**

- 5.3.1 The Road Safety Strategy 2006-2010, and the Road Safety Team's annual programme of road safety work details the council's plans to reduce road accidents in the city. The Team works in close partnership with neighbouring Local Highways Authorities, Sussex Police, the Fire & Rescue Service, local health trusts and the Sussex Safer Roads Partnership.
- 5.3.2 The Road Safety Team in conjunction with other transport departments at the council have in recent years undertaken a number of road engineering works designed to make the city's streets safer. Extensive changes to North Street and New Road have been made to not only enhance the urban realm but to improve the safety record in these areas. Additionally, the team delivers a number of road safety training and educational programmes as well as the Safer Routes to Schools Programme. The Safer Routes to School Programme concentrates on

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<sup>18</sup> Clarke, Minutes of panel's scoping meeting, 01/12/2009

<sup>19</sup> Cited in Public Health written evidence, 12/02/2010

improving the area around schools in the city and making routes to school safer for children and their parents/carers to walk or cycle.<sup>20</sup>

5.3.3 Implementing 20 mph speed limits/zones, has been, to date, just one part of the large amount of work undertaken by the Road Safety Team and by the wider transport department at the council to improve the city's roads.

#### **5.4 20 mph speed limits/zones in Brighton and Hove:**

5.4.1 There are a number of 20 mph zones and speed limits which have been introduced into the city, although robust evidence on the impact that these schemes have had is not available for most areas as extensive monitoring and evaluation of these sites has not taken place.

5.4.2 Currently the council has a priority list of engineering sites that are being assessed with a view to reducing casualties. Some of the measures adopted to address the issues identified might involve traffic calming measures, but such schemes are not necessarily the remedy to all casualty problems. This work is currently funded by the Sustainable Transport (Transport Planning) Capital Budget. Sites are prioritised on the basis of collision data.<sup>21</sup>

5.4.3 Requests for traffic calming or speed reductions are received from the public and elected members, often by way of petitions. In such cases relevant assessments of the area in question are undertaken and collision data for the area is reviewed. Assessments undertaken include looking at the accident data, speed and volume of traffic in the area, traffic flow and through traffic, pedestrian and cyclist activity, features in the area such as schools, conservation areas, and population density. A site will then be included on the priority of list if the area is considered hazardous. The priority list is prioritised on the basis of past accident records.<sup>22</sup>

5.4.4 Some requests from residents and elected members result in a negative response either because the relevant criteria for action have not been met, or the site is not considered a higher priority than those sites already on the priority list.<sup>23</sup>

#### **Key findings:**

5.4.5 To date the council has taken a piecemeal and somewhat reactionary approach to introducing 20 mph zones and speed limits based mainly on preventing further accidents from happening in a particular area.

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<sup>20</sup> See Brighton and Hove City Council Local Transport Plan 2006/07 - 2010/11 for more information

<sup>21</sup> Road Safety Team Briefing note, 26/01/2010

<sup>22</sup> Road Safety Team Briefing note, 26/01/2010

<sup>23</sup> Road Safety Team Briefing note, 26/01/2010

Whilst this is an understandable approach it has not worked to solve traffic problems across the city quickly enough. There are now more and more residents calling for speed reduction initiatives in their area and what is now required is a more widespread and systematic approach to solving traffic problems and preventing road accidents from occurring.

## **5.5 The impact of 20 mph zones:**

- 5.5.1 An extensive study of 20 mph zones in London has demonstrated that when traffic is forced to travel at 20 mph the number of road accidents and casualties are reduced. The study, published in the British Medical Journal in September 2009, analysed 20 years of data on 20 mph zones and concluded that 20 mph zones are effective measures for reducing road injuries and deaths.<sup>24</sup>
- 5.5.2 In London, the introduction of 20 mph zones has been associated with a 42% reduction in all casualties. This was higher for killed and seriously injured casualties where there was a reduction of 46% in casualties, and for those killed and seriously injured aged between 0-15 there was a reduction of 50% in casualties. The largest reductions in casualties were for killed and seriously injured car occupants which saw a reduction in casualties of 62%. Cyclists overall saw the smallest reduction in casualties associated with 20 mph zones of 17%; however, killed and seriously injured cyclist casualties saw a reduction of 38% in casualties.<sup>25</sup>
- 5.5.3 The study also noted that some areas adjacent to 20 mph zones experienced some small migration of traffic although this did not appear to be accompanied with an increase in injuries. Indeed, areas adjacent to 20 mph zones also appeared to be associated with a reduction in casualties of 8% for all casualties and 10% for casualties involving young people. The researchers involved in the study were confident that the casualty reductions associated with 20 mph zones were because of the zones themselves rather than other factors.<sup>26</sup>
- 5.5.4 Based on the available data the study concluded that 20 mph zones are effective in reducing the risks of casualties especially with regard to serious injury and death, and that the benefits are greatest among younger children.<sup>27</sup>
- 5.5.5 The researchers involved in the study recommended that where there are high numbers of road injuries then 20 mph zones should be

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<sup>24</sup> Grundy et al, 2009, *Effect of 20 mph traffic speed zones on road injuries in London, 1986-2006*, British Medical Journal

<sup>25</sup> Grundy, Minutes of panel's public meeting, 11/02/2010

<sup>26</sup> Grundy, Minutes of panel's public meeting, 11/02/2010

<sup>27</sup> Grundy et al, 2009, *Effect of 20 mph traffic speed zones on road injuries in London, 1986-2006*, British Medical Journal



introduced to reduce casualties resulting from roads collisions, and that on residential roads surrounding the zones, 20 mph speed limits could also be brought in to further aid casualty reduction. The researchers recommended that all residential roads should be 20 mph and in those areas where speeds are already low this may require signs only, whilst other areas may require the use of 20 mph zones.<sup>28</sup>

### **Key findings:**

5.5.6 20 mph zones are effective measures for reducing road injuries and casualties and preventing accidents. A combination of 20 mph zones and 20 mph speed limits used on all residential roads is likely to have the largest impact on reducing casualties.

### **5.6 The impact of 20 mph speed limits:**

5.6.1 In recent years, changes to the legislation has meant that local authorities are now able to lower the speed limit on some roads to 20 mph without the need for traffic calming measures, providing average speeds are 24 mph or less.<sup>29</sup> As a result, there are a number of cities which have introduced extensive areas of 20 mph speed limits within their boundaries. These include, Portsmouth, Oxford, Norwich, and in London; Islington and Hackney. Bristol and Warrington are also currently piloting areas of 20 mph speed limits.<sup>30</sup>

5.6.2 In 2007/08, Portsmouth City Council implemented an extensive area-wide 20 mph speed limit restriction on the majority of its residential roads using terminal signs, repeater signs and speed limit roundel markings on the road. On most of the roads included in the scheme the average speeds before installation were 24 mph or less, although a few roads with average speeds higher than 24 mph were included in order to avoid inconsistencies in the speed limits.

5.6.3 The 20 mph scheme in Portsmouth was adopted to address actual and perceived safety issues associated with busy residential areas and to support the low driving speeds adopted previously by many motorists, as well as to encourage less aggressive driving from those who drove at inappropriate speeds. The scheme aimed to be mostly self-enforcing so as to avoid the need for extra police enforcement.<sup>31</sup>

5.6.4 Average speed data collected before and after the implementation of the 20 mph scheme in Portsmouth indicated that modest reductions in the speed of traffic were achieved. Before implementation of the

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<sup>28</sup> Grundy, Minutes of panel's public meeting, 11/02/2010

<sup>29</sup> DfT Circular 1/2006 and Revision letter, December 2009, calling for comments on revision of DfT's speed limit circular

<sup>30</sup> 20s Plenty written evidence, 22/02/2010

<sup>31</sup> Atkins, 2009, *Interim Evaluation of the Implementation of 20 mph Speed Limits in Portsmouth: Phase 1 - Final Report*, DfT

scheme average speeds across the city ranged from 18.5 – 20.2 mph. After implementation average speeds across the city ranged from 17.9 – 19.1 mph. On average, speed changes of between 0.6 – 1.1 mph were achieved; although those roads which had the highest before implementation average speeds saw a larger reduction in average speeds with those roads with average before speeds of 21 – 24 mph achieving average speed reductions of 1.4 mph, and those roads with before speeds higher than 24 mph achieving average speed reductions of 7 mph. Overall, the scheme was most successful in reducing speed at sites where speeds were greatest before the implementation of the scheme, although this did not always result in the speed limits becoming self-enforcing.<sup>32</sup>

5.6.5 Analysis of the accident data before and after implementation of the 20 mph scheme demonstrates some reductions in the number of road accidents and casualties. Overall, there was a 13% reduction in the number of road accidents after the implementation of the scheme; however, there was a 2% increase in the number of Killed or Seriously Injured (KSI) accidents. Across the city some areas recorded reductions in the number of accidents, whilst other areas recorded increases in the number of accidents occurring. Overall, there was a 15% reduction in the number of casualties after implementation of the scheme. However, again, the impact on the number of casualties fluctuated across the city with some areas recording increases in the number of casualties and others recording decreases. Likewise, whilst some types of road users saw casualty benefits, others didn't. Clear trends in accident data are difficult to establish as overall the numbers of KSI accidents are small and therefore the figures are susceptible to variation.<sup>33</sup>

5.6.6 The interim report of the 20 mph scheme in Portsmouth concluded that in some circumstances the use of 20 mph speed limits can bring about speed reductions and decreases in road accidents and casualties. However, the 20 mph scheme as implemented in Portsmouth would probably not be effective if replicated in other cities. The report suggested that what would be beneficial in many other cities would be an approach where by clusters of streets have 20 mph speed limit restrictions placed on them. Additionally, the report concluded that a combination of 20 mph speed limits and 20 mph zones are likely to offer the most significant benefits in most cities.<sup>34</sup>

### **Key findings:**

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<sup>32</sup> Atkins, 2009, *Interim Evaluation of the Implementation of 20 mph Speed Limits in Portsmouth: Phase 1 - Final Report*, DfT

<sup>33</sup> Atkins, 2009, *Interim Evaluation of the Implementation of 20 mph Speed Limits in Portsmouth: Phase 1 - Final Report*, DfT

<sup>34</sup> Atkins, 2009, *Interim Evaluation of the Implementation of 20 mph Speed Limits in Portsmouth: Phase 1 - Final Report*, DfT

5.6.7 20 mph speed limits have some impact on reducing the speed of traffic and on reducing road accidents and casualties and in some areas and in some circumstances they can produce benefits for all road users. In Portsmouth the 20 mph speed limit scheme has formalised and supported an existing practice of slow driving and deterred aggressive driving and inappropriate driving speeds on residential roads.

## **5.7 Additional benefits of 20 mph speed limits/zones:**

5.7.1 20 mph speed limits/zones offer a number of other benefits as well as simply reducing road collisions and casualties. 20 mph speed limits/zones create safer environments for more vulnerable road users and therefore better walking and cycling conditions and an increase in the use of active travel; an increase in quality of life and well-being for residents and in community ties; as well as both direct and indirect health benefits.<sup>35</sup> Money spent on schemes can also greatly improve local residential areas.<sup>36</sup>

5.7.2 Many people do not currently cycle or walk in the city because of fear of speeding traffic. Creating areas of 20 mph speed restrictions will help to create environments which are safer for walkers and cyclists and will protect vulnerable road users. Over the last 10 years, researchers have found increasing evidence that the 'walkability' of neighbourhoods is strongly correlated with the amount of physical activity undertaken by residents in that neighbourhood.<sup>37</sup> Research into traffic calming undertaken in Glasgow found that walking levels increased in traffic-calmed neighbourhoods.<sup>38</sup>

5.7.3 Introducing 20 mph speed limits will help to create safer environments for older people as they move about the city. Older people are particularly vulnerable road users as they have slower reaction times and due to brittle bones even trivial accidents can result in severe fractures and long recovery times for an older person. There is a danger that without the ability to move around, and move around safely, an older person can become house bound and isolated. The introduction of widespread 20 mph speed limits in residential areas of the city may offer benefits for older people.<sup>39</sup> 20 mph speed limits would also offer safer environments for children walking and cycling school and doing so independently, which would support a number of initiatives which the council already has to encourage this such as the Safer Routes to Schools Programme.

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<sup>35</sup> Young, Minutes of panel's public meeting, 26/01/2010

<sup>36</sup> Rospa written evidence, received 25/03/2010

<sup>37</sup> Cited in Hart, 2008, *Driven to Excess: Impacts of Motor Vehicle Traffic on Residential Quality of Life in Bristol, UK*

<sup>38</sup> Cited in Living Streets, 2009, *Policy Briefing: 20 mph brings streets to life*

<sup>39</sup> Hazelgrove, Minutes of panel's public meeting, 11/02/2010

- 5.7.4 The introduction of 20 mph speed limits will have the potential to encourage better cycling conditions in the city. The current speed of traffic is believed to be a big disincentive to encouraging more people to cycle. The introduction of slower speeds in the city could help to produce a step change improvement in conditions for cycling.<sup>40</sup> Widespread 20 mph speed limits could avoid some of the expense of having to introduce comprehensive networks of cycle lanes.<sup>41</sup>
- 5.7.5 Increasing the safety of local environments and thus encouraging more residents to engage in active travel will promote regular physical exercise and thus have direct health benefits. Physical activity helps to reduce obesity and reduces the risk of long term conditions such as diabetes, stroke, and heart disease.<sup>42</sup>
- 5.7.6 The Association of Directors of Public Health have promoted a 'Take Action on Active Travel' campaign. As part of this campaign, 20 mph speed limits for residential streets is one of its core strategies for increasing the health of the nation.<sup>43</sup>
- 5.7.7 20 mph limits contribute to improving quality of life. A study undertaken by the Commission for Integrated Transport found that where cities have extensive 20 mph limits covering between 65 - 85% of their urban road network they are transformed from being noisy, polluted places into vibrant, people-centred environments, with significant levels of walking, cycling and public transport.<sup>44</sup>
- 5.7.8 A small scale study undertaken in Bristol investigated the specific impacts of traffic on quality of life within a residential area of Bristol. It found that the number of ties to neighbours and the extent of an individual's local contacts decreased as vehicle traffic increased. Additionally, street-based recreational activities reduced as traffic flow increased. An individual's perception of safety in their neighbourhood was also found to be disproportionately influenced by the amount of traffic on their residential street.<sup>45</sup> The study in Bristol was based on Donald Appleyard's famous study which took place in 1961 and was published in his book *Liveable Streets* in 1981. Since Appleyard's study, many other studies, like the one undertaken in Bristol have replicated Appleyard's findings that community ties weaken as traffic volumes increase.<sup>46</sup> Reducing the speed of traffic on residential roads

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<sup>40</sup> Green, Minutes of panel's public meeting, 11/02/2010

<sup>41</sup> Living Streets, 2009, *Policy Briefing: 20 mph brings streets to life*

<sup>42</sup> Public Health, written evidence, 12/02/2010

<sup>43</sup> Cited in 20s plenty written evidence, 22/02/2010

<sup>44</sup> Commission for Integrated Transport, 2001, *Study of European best practice in the delivery of integrated transport*

<sup>45</sup> Hart, 2008, *Driven to Excess: Impacts of Motor Vehicle Traffic on Residential Quality of Life in Bristol, UK*

<sup>46</sup> For more examples of this type of study see Hart, 2008, *Driven to Excess: Impacts of Motor Vehicle Traffic on Residential Quality of Life in Bristol, UK*

will deter drivers from 'rat running' and will displace traffic back on to the main roads of the city.<sup>47</sup> This will result in a reduction in volumes of traffic using residential streets and so achieve lasting benefits for residents' quality of life.

- 5.7.9 Transport-related air pollution increases the risk of mortality, particularly from cardio-pulmonary causes. It also affects health through non-allergic respiratory disease; allergic illness and symptoms (such as asthma); cardiovascular morbidity; cancer; pregnancy; birth outcomes; and male fertility.<sup>48</sup> In the UK, air pollution is currently estimated to reduce life expectancy by 7-9 months and has estimated health costs of up to £20 billion each year.<sup>49</sup>
- 5.7.10 Road traffic is the main source of noise in the community. Noise can disrupt communication, impair hearing, reduce sleep quality, increase fatigue and decrease cognitive performance. High noise levels may also impair a child's development. Prolonged or excessive exposure to noise can cause chronic medical conditions, such as hypertension and Ischaemic heart disease.<sup>50</sup> The World Health Organisation, suggests that controls on speed through the establishment of speed limits and traffic calming measures are one way to control noise emissions at source.<sup>51</sup>
- 5.7.11 20 mph speed limits/zones also have potential mental health benefits. One of the major mental health benefits of speed restrictions would be related to the resulting decreases in road traffic injuries. Post-traumatic stress from road accidents is an under-reported mental health effect. Studies have found that 14% of collision survivors have Post-traumatic Stress Disorder and 25% have psychiatric problems one year after an accident. One third have clinically significant symptoms at follow-up 18 months after an accident. One UK study found that one in three children involved in road traffic accidents suffered from Post-traumatic Stress Disorder when interviewed 22 and 79 days after an accident. Other mental health benefits of 20 mph zones could include greater independence for older people, calmer driving conditions and a greater sense of community wellbeing.<sup>52</sup>
- 5.7.12 The health sector bears a large part of the socioeconomic burden of road injuries. If more road collisions were prevented then this would help to reduce hospital admissions and reduce the severity of injuries to be treated. 20 mph speed limits/zones would also, if it creates safer conditions for pedestrians and cyclists, create further health benefits

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<sup>47</sup> 20s Plenty written evidence, 22/02/2010

<sup>48</sup> Public Health written evidence, 12/02/2010

<sup>49</sup> Cited in Public Health written evidence, 12/02/2010

<sup>50</sup> Public Health written evidence, 12/02/2010

<sup>51</sup> Cited in Public Health written evidence, 12/02/2010

<sup>52</sup> Cited in Public Health written evidence, 12/02/2010

from more walking and cycling.<sup>53</sup> 20 mph speed limits/zones would help to contribute to the city's ambition of a healthy city.

5.7.13 The cost of road collisions on the public purse is huge. It is estimated that the cost to the UK of traffic collisions is £18 billion every year. The average cost of a road accident in 2008 was £59,000 and for a fatal accident, when all costs are factored in it could cost the economy £1.27 million.<sup>54</sup> The costs of road accidents to local emergency and health services and the effect of road injuries also has wider public health burden implications.

### **Key findings:**

5.7.14 The additional benefits which 20 mph speed limits/zones may offer should not be underestimated. 20 mph speed limits/zones have the potential to help create safer environments for walkers and cyclists and through more participation in active forms of travel and thus physical exercise, create significant health benefits for the city. 20 mph speed limits/zones may lead to an increased take up of sustainable travel choices. 20 mph speed limits/zones also offer increases in quality of life, sociability and more community ties within neighbourhoods. Through reducing the number of accidents and associated health problems and health complications associated with pollution and noise, 20 mph speed limits/zones have the potential to significantly reduce burdens on local hospitals and health budgets.

### **5.8 Enforcement of 20 mph speed limits/zones:**

5.8.1 Local authorities are responsible for setting local speed limits. The Department for Transport (DfT) has issued a number of circulars with guidance on 20 mph speed limits/zones. The guidance in Circular 1/2006 is currently being reviewed although it is not expected to change significantly. The guidance currently suggests that 20 mph speed limits should generally be self-enforcing and easy to comply with. As a guide, 20 mph speed limits should only be introduced on roads where the average speed of traffic is 24 mph or less. On roads where average speeds are higher than 24 mph but there is a need for traffic to travel slower, then this should be enforced with traffic calming measures. DfT guidance aims to encourage the introduction of 20 mph zones and speed limits into streets which are primarily residential in nature, and where pedestrian and cyclist movements are high, such as around schools, shops, markets, playgrounds and other areas.<sup>55</sup>

5.8.2 Currently, Sussex Police adheres to the guidance in the DfT circulars, guidance which is also followed by the Association of Chief Police

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<sup>53</sup> Cited in Public Health written evidence, 12/02/2010

<sup>54</sup> Young, Minutes of panel's public meeting, 26/01/2010

<sup>55</sup> DfT Circular 1/2006 and Revision letter, December 2009, calling for comments on revision of DfT's speed limit circular

Officers (ACPO). Sussex Police will, therefore, support 20 mph speed limits only when they are self-enforcing; either because the nature of the road means that the mean speed of traffic is 24 mph or less, or because traffic calming measures are introduced to force traffic to travel at 20 mph. Where roads are not conducive to slower speeds or not engineered to slow traffic, Sussex Police would not expect to undertake enforcement in respect of a 20 mph limit, as these limits will have been introduced without being in accordance with the DfT guidelines. To achieve compliance to a 20 mph speed limit no additional enforcement activities should be required of the police.<sup>56</sup>

5.8.3 Sussex Police suggests that the most successful approach to setting local speed limits is likely to be one which involves a targeted approach and judges each case and road by its merits. It is important to consider the location of a road and what it is mostly used for, as well as considering the way that vehicles move around the whole city. Speed limits need to be integrated into the transport infrastructure of the city.<sup>57</sup>

**Key findings:**

5.8.4 The issue of enforcement and compliance needs to be carefully considered when introducing 20 mph speed limits/zones. Sussex Police use DfT guidance on enforcing speed limits to determine their own enforcement policy. 20 mph speed limits should only be introduced on roads where average speeds are 24 mph. If average speeds are higher than 24 mph, then traffic calming measures should be used to force traffic to travel at 20 mph.

**5.9 Speed Limit Review of C and Unclassified roads:**

5.9.1 As part of the Local Transport Plan 2006/07 – 2010/11 the council stated an intention to conduct a review of all speed limits on all C and Unclassified roads in the city by 2011. Work on this review has just started and is expected to be completed by March 2011. The objective of the review is to assess the suitability of the current speed limits, in the context of DfT guidance on setting limits, and where appropriate make recommendations for change. This analysis will be undertaken in clusters.<sup>58</sup>

**Key findings:**

5.9.2 The evidence collected as part of the speed limit review and the clusters used to analyse speed and other forms of information will be important to evidencing which areas and roads in the city could have 20 mph speed limits introduced in line with DfT guidance and Sussex Police's speed limit enforcement policy.

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<sup>56</sup> Dunn, Minutes of panel's public meeting, 19/01/2010

<sup>57</sup> Dunn, Minutes of panel's public meeting, 19/01/2010

<sup>58</sup> Road Safety Team Briefing note, 26/01/2010

## **5.10 Resident opinion on 20 mph speed limits/zones:**

- 5.10.1 As part of the evidence-gathering process the panel were keen to hear opinions on 20 mph speed limits/zones not only from experts on this topic but also from the city's residents. The panel received a total of 90 written comments from various residents' groups, residents, and schools about 20 mph speed limits/zones. The responses from residents were mostly favourable, although some issues of concern were raised by a number of those who responded.
- 5.10.2 About two thirds of those who responded to the panel were in favour of introducing more 20 mph speed limits/zones. The vast majority of these wanted 20 mph restrictions in their residential area as apposed to a blanket reduction across the city; indeed, few residents thought that reducing the speed of traffic on main arterial roads would be a good idea. Most who responded in favour of 20 mph speed limits/zones perceived there to be a problem with speeding traffic in their area and felt that more had to be done to make the city's roads less dangerous and to give pedestrians more priority on the city's roads. Many residents who were in favour of 20 mph zones specifically requested that other traffic calming measures rather than speed bumps and humps be used.
- 5.10.3 Both those in favour of 20 mph speed limits/zones and those against raised concerns over whether 20 mph speed limits/zones would be properly enforced and many residents commented that they felt that current 30 mph speed limits where neither adequately enforced nor observed. A small number of residents raised concerns about the increase in street clutter which may be caused by more speed limits/zones being introduced. All eleven schools who wrote to the panel wanted 20 mph speed limits/zones on roads outside or near to their school, and many residents also felt that schools should have 20 mph speed limits/zones outside of them. About a third of those who responded to the panel felt that there was no need for 20 mph speed limits/zones in their area.
- 5.10.4 As well as receiving written comments from residents and residents' associations, the panel invited nine community representatives to attend its final public meeting to give their community's opinion on 20 mph speed limits/zones to the panel. Representatives from Local Action Teams and a number of elected members representing residents in their wards shared their community's concerns about speeding traffic and other traffic problems with the panel.
- 5.10.5 Many representatives raised concerns about the volume of traffic, the level of 'rat running' and the use of residential streets as 'cut-throughs' in their area. Most felt that traffic was speeding both on main arterial roads and on residential streets and that proper enforcement activity was not being undertaken. Most representatives felt that their local communities would be supportive of 20 mph speed limits/zones on



residential streets, in selected areas, and outside schools; although not of widespread citywide 20 mph speed restrictions. Again, many representatives pointed out that residents and drivers were mostly not in favour of speed bumps and humps and would rather that other traffic calming measures be used. The issue of enforcement of 20 mph speed limits/zones was raised by a number of representatives and a number of representatives were concerned about the potential environmental impact of reducing speed limits.<sup>59</sup>

5.10.6 Some representatives expressed concern over the use of accident and injury statistics as a means of prioritising speed interventions and felt that such an approach was too reactionary and did not offer a widespread nor systematic enough approach to tackling and preventing traffic problems and accidents across the city. Another common theme raised by representatives was that of the need to better prioritise pedestrian and cyclist's movements around the city. It was felt that too often cars dominated areas where there were also high numbers of vulnerable road users. Representatives also felt that there were not enough adequate crossing facilities for pedestrians within their communities, particularly on some of the city's main busy routes. Whilst there was a definite desire to keep main through routes moving, representatives pointed out that these roads were particularly unsafe for vulnerable road users.<sup>60</sup>

5.10.7 Some representatives felt that the introduction of 20 mph speed limits/zones should not criminalise drivers. It was felt that if the physical environment naturally encourages slower speeds, or is built to encourage slower speeds, then this will make 20 mph speed limits/zones easier to comply with and would encourage appropriate driving. However, 20 mph speed restrictions should not be introduced on roads which are not suitable for slow speeds. It was felt by some representatives that as well as the speed of traffic there were other traffic problems in the city which also needed to be tackled.<sup>61</sup>

5.10.8 The panel is very grateful to those resident representatives who took the time to come and speak to the panel and to those who wrote to the panel to share their opinions. The panel notes, however, that whilst the opinions of all residents involved in the scrutiny review are much valued they are not fully representative of all residents across the city and widespread community consultation and involvement in plans to reduce speed limits in the city will need to take place.

### **Key findings:**

5.10.9 Many residents and local communities are concerned that the speed at which traffic travels through their residential streets is just too fast and

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<sup>59</sup> Minutes of panel's public meeting, 23/02/2010

<sup>60</sup> Minutes of panel's public meeting, 23/02/2010

<sup>61</sup> Minutes of panel's public meeting, 23/02/2010

they would support the introduction of more 20 mph speed limits/zones on residential roads, and outside schools in their area. Residents are also concerned that there is a lack of pedestrian crossings and safe crossing points on main busy roads in the city and that this is placing vulnerable road users lives at risk. Many residents feel that the current approach to making roads safer in the city does not go far enough. Widespread community consultation and involvement in any plans to reduce speed limits in the city needs to take place.

#### **5.11 The impact of 20 mph speed limits/zones on service operators:**

5.11.1 A number of opinions on the impact that 20 mph speed limits/zones could have on service operators in the city were sought.

5.11.2 The Taxi Forum was neither for nor against the use of 20 mph speed limits. The forum was, however, not in favour of traditional traffic calming measures and expressed some concerns over how speed limits would be enforced.<sup>62</sup>

5.11.3 East Sussex Fire and Rescue Service (ESFRS) would be supportive of 20 mph speed limits and 20 mph zones introduced across the city in residential areas. The ESFRS did express some concern over the use of some forms of traffic calming measures such as speed bumps and humps.<sup>63</sup>

5.11.4 The South East Coast Ambulance Service (SECAMB) were concerned that if 20 mph speed restrictions were to have an impact on traffic flows on main routes in the city then this could have implications for maintaining their emergency response times. Traffic calming measures which enable ambulances to 'straddle' the measure are preferred to large speed humps or bumps which can make ambulance journeys uncomfortable for passengers.<sup>64</sup>

5.11.5 A blanket introduction of 20 mph speed limits on main and arterial roads would affect the Brighton and Hove Bus Company's bus timetable, the bus services offered, as well as potentially ticket prices. Brighton and Hove Bus Company would be supportive of introducing 20 mph speed limits where there are very particular reasons and evidence for introducing such a limit as it will reduce the risk to pedestrians of being fatally injured in a collision. Brighton and Hove Bus Company would also support the use of 20 mph speed limits in high risk areas such as schools, and where there is evidence that such a speed restriction would benefit pedestrian safety. Speed humps can cause problems for buses.<sup>65</sup> The Big Lemon Bus Company was supportive of 20 mph speed limits in residential areas, but pointed out

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<sup>62</sup> Opinions expressed at Taxi Forum Meeting, 24/03/2010

<sup>63</sup> ESFRS written evidence, 08/02/2010

<sup>64</sup> SECAMB written evidence, 17/02/2010

<sup>65</sup> French, Minutes of panel's meeting, 26/01/2010

that the use of 20 mph speed limits on arterial roads would also affect its services.<sup>66</sup>

### **Key findings:**

5.11.6 The impact that 20 mph speed limits/zones has on service operators in the city clearly needs to be considered and those representing service operators need to be consulted and involved in plans for speed restriction initiatives. Generally, as long as main through routes are left at 30 mph, most service operators would be supportive of 20 mph speed limits/zones in residential areas.

### **5.12 Environmental impact of slower speeds:**

5.12.1 Research which has been conducted on the effects of 20 mph speed limit/zones on carbon emissions and pollution have been largely inconclusive. The information regarding the impact of lower speeds on air quality is very mixed with almost the same amount of research stating that slower speeds have a positive effect on the environment as those stating that slower speeds have a negative impact.<sup>67</sup>

5.12.2 Driving styles greatly impact on the amount of pollutants and emissions emitted from a vehicle. Regular acceleration and breaking increases fuel consumption and the amount of pollutants emitted. In simplistic terms by reducing the speed of a vehicle the efficiency of a vehicle is reduced and journey times are increased and this will effect emissions.<sup>68</sup>

5.12.3 However, heavy goods vehicles emit more emissions and pollutants than lighter vehicles such as cars. Cars form the bulk of the traffic on the city's roads. The average emissions and pollutants from cars which travel at 20 mph in comparison to 30 mph is not substantially different.<sup>69</sup>

5.12.4 Studies conducted under test conditions indicate that travelling at 20 mph uses more fuel than cars travelling at 30 mph. However, research conducted on streets under normal driving conditions suggest that 20 mph speed limits and zones improve traffic flow and therefore cars travelling at 20 mph are more likely to emit less emissions and pollutions.<sup>70</sup> At 20 mph traffic is more likely to flow more smoothly and as less braking and fewer gear changes will be required less fuel will be consumed and therefore less pollutants emitted. Where 19 mph zones were introduced in Germany, car drivers on average had to

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<sup>66</sup> Informal email correspondence with the Big Lemon Bus Company, 06/02/2010

<sup>67</sup> Grundy, Minutes of the panel's meeting, 11/02/2010

<sup>68</sup> Rouse, Minutes of the panel's meeting, 19/01/2010

<sup>69</sup> Environmental Health Powerpoint Presentation, 19/01/2010

<sup>70</sup> Cited in Public Health written evidence, 12/02/2010

change gear 12% less frequently, braked 14% less often and used 12% less petrol.<sup>71</sup> Steady speeds and flow of traffic, ie less stop and start traffic, will probably help to improve air quality. 20 mph speed limits/zones may help to encourage more even and smoother flows of traffic.

5.12.5 It should also be noted that anything which makes it less easy to use a car and encourages residents to engage in more active travel or use more sustainable forms of transport is likely to reduce the volume of traffic on the city's roads and so improve the city's air quality.<sup>72</sup>

5.12.6 Road traffic is the biggest form of noise pollution in the UK. The speed, volume, and vehicle mix of traffic interact to determine overall traffic impacts such as noise. It is accelerating and braking which is the main factor in creating traffic noise and this is dependent on a drivers behaviour, the vehicle design, and the driving environment. Acceleration counts for 10% of traffic noise.<sup>73</sup>

5.12.7 There is a measurable link between noise levels and the speed of traffic. If a vehicle is travelling between 20 mph and 30 mph and speed is reduced by 6 mph then noise can be cut by 40%.<sup>74</sup>

5.12.8 It is advised by the European Conference of Transport Ministers and the Organisation for Economic Co-operation and Development to take noise levels into account when setting speed limits. The recommended speed limit, taking noise levels into account, for urban residential roads is 19 mph. Traffic calming measures, if carefully designed can also significantly reduce noise levels.<sup>75</sup>

5.12.9 Traffic noise can trigger a complex chain of responses affecting human health, brought about by stress. Noise disturbance can result in heart in disease or even mental illness.<sup>76</sup>

### **Key findings:**

5.12.10 The exact environmental impact of 20 mph speed limits/zones is very difficult to judge. Careful consideration needs to be taken around implementing speed reductions and traffic management needs to be considered as part of any speed reduction scheme in order to avoid adversely effecting the city's air quality. There may be some benefits for residents in terms of noise reduction if 20 mph speed limits/zones were more widely introduced.

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<sup>71</sup> Cited in Living Streets, 2009, *Policy Briefing: Dispelling Myths About 20mph*

<sup>72</sup> Rouse, Minutes of the panel's meeting, 19/01/2010

<sup>73</sup> Mitchell, 2009, *Speed and Road Traffic Noise*, UK Noise Association

<sup>74</sup> Stewart, Minutes of the panel's meeting, 19/01/2010

<sup>75</sup> Mitchell, 2009, *Speed and Road Traffic Noise*, UK Noise Association

<sup>76</sup> Mitchell, 2009, *Speed and Road Traffic Noise*, UK Noise Association

### **5.13 Education and awareness raising campaigns:**

5.13.1 Education campaigns also have a part to play in encouraging drivers to slow down and can be used to bring about long-term change in driving behaviour. Education campaigns need to target drivers at the right age.<sup>77</sup>

5.13.2 People do appear to respond positively to 20 mph speed limits when they know the reasons for introducing them so educating people as to the reasons for introducing slower speeds appears to be important. It is also important to work with young people and educate them about safe road use, this may require other techniques apart from traditional road safety education. In London there is a lot of work being done to reach out to different ethnic groups to educate them in different ways such as through theatre and talking to them to find out how they use the roads.<sup>78</sup>

5.13.3 A review undertaken by the Transport Research Laboratory found that if the implementation of 20 mph speed limits is accompanied by extensive public awareness campaigns, then this can further increase the impact of the speed limits and reduce the speed at which traffic travels.<sup>79</sup>

#### **Key findings:**

5.13.4 Running targeted education and road safety campaigns alongside the implementation of 20 mph speed limits/zones may increase the effectiveness of these initiatives.

### **5.14 Economic impact of 20 mph speed limits/zones:**

5.14.1 Apart from the costs involved in implementing any schemes, there is no evidence to indicate that 20 mph speed limits/zones would have either a negative or positive overall impact on the city's economy.<sup>80</sup> It is possible that if more road accidents are prevented by 20 mph speed limits/zones then they may help to reduce costs in the long-term for emergency services and the health sector in the city.<sup>81</sup>

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<sup>77</sup> Dunn, Minutes of panel's public meeting, 19/01/2010

<sup>78</sup> Comments made during a discussion, Minutes of panel's public meeting, 11/02/2010

<sup>79</sup> Cited in scrutiny panel's scoping paper

<sup>80</sup> Informal email correspondence with various Brighton and Hove City Council departments, Economic Partnership, Brighton and Hove Business Forum, North Laine Traders Association

<sup>81</sup> Cited in Public Health written evidence, 12/02/2010

## **6. Conclusions and Recommendations**

- 6.1 The panel, on the basis of the evidence they had heard and collected, feel that the council needs a new approach to introducing speed reduction initiatives in the city, an approach which is more widespread and works to create safer roads for vulnerable road users across the city.
- 6.2 The panel found that when introduced into the right areas 20 mph speed limits and 20 mph zones can be used to not only increase the safety of roads for all road users, preventing accidents and reducing speeds, but to bring about benefits in health and quality of life outcomes. Indeed, 20 mph speed limits/zones not only help to improve local environments and make them safer for vulnerable road users they help to create vibrant people-centred environments and strengthen community ties. 20 mph speed limits/zones also help to bring about key health benefits by increasing physical exercise as well as reducing transport-related air and noise pollution which heavily effects residents' health.
- 6.3 The panel concluded that the city would benefit from having areas of 20 mph speed limits introduced into the city and that 20 mph speed limits should be used primarily on roads which vulnerable road users use the most; such as roads outside schools, routes to schools, on roads next to parks and playgrounds, sports and leisure facilities, community buildings, older people's care homes, local shops, on roads which are primarily for residential use, as well as on busy shopping streets. Introducing 20 mph speed limits on these roads sends a clear message to drivers that there are safety reasons for driving slower.
- 6.4 The panel concluded that 20 mph speed limits should be introduced on all residential roads, on roads where there are high numbers of vulnerable road users, and on roads where average speeds are 24 mph or less. Evidence from the speed limit review of all C and Unclassified roads will help to identify which roads these are. Information on the speed limit review, including the methods for identifying the clusters and priority areas needs to be made available.
- 6.5 The panel also concluded that where average speeds on residential roads and in high pedestrian and cyclist use areas are higher than 24 mph, then speed reduction initiatives should be supported by traffic calming measures, although speed bumps and humps should ideally not be used.
- 6.6 20 mph speed limits and zones need to be easily identifiable and therefore common features should be used to indicate to drivers that they are entering an area which requires them to drive slower. Where possible, 20 mph zones and 20 mph speed limits should be joined together to form 20 mph areas as this will help to ensure that speed limits in the city are coherent and easy to comply with. Care should be

taken when implementing 20 mph areas to ensure that traffic problem areas and rat running is not created on roads not included in the 20 mph areas.

- 6.7 Where the criteria are met, 20 mph areas should be accompanied by the introduction of more crossing facilities to better enable pedestrians and cyclists to cross main busy roads and to link 20 mph areas. This will greatly aid vulnerable road users to move safely around the city.
- 6.8 The panel found that in terms of overall benefits the main through roads in the city where they do not fit into the above criteria, should not be included in speed reduction schemes. However, the road safety concerns of residents using these roads, which are mostly about being able to cross the road safely, need to be attended to as a matter of priority.
- 6.9 Residents need to be involved and consulted on plans to introduce 20 mph areas in order to ensure community buy-in into speed changes and therefore better compliancy. Local action teams, many of which have road safety as a key priority in their action plans, and residents' associations', should also be involved in plans to introduce 20 mph areas. This consultation process as well as public expectation will need to be carefully managed. Additionally, the criteria for the implementation process of 20 mph areas should be made available to residents.
- 6.10 The impacts of 20 mph initiatives need to be carefully monitored and evaluated.
- 6.11 The Road Safety Team and Transport Department at the council have undertaken a number of highly successful schemes which have made the city's roads considerably safer for residents and visitors. Indeed 20 mph speed limits/zones are just one element of a much larger programme of road safety projects and engineering work undertaken by the council. The approach recommended by the panel aims to build on this good work and offer a more widespread and systematic approach to implementing 20 mph speed limits/zones across the city. Such an approach will require the whole Transport Department to be involved in developing and implementing the schemes and will need resourcing.
- 6.12 The panel developed the following recommendations based on the evidence heard from the expert witnesses and the opinions received from residents:

**Recommendation 1**

***That the council introduce a policy of reducing speed limits on roads primarily for residential use, and on those roads where high numbers of vulnerable roads users use the roads; particularly those roads outside schools, routes to schools, roads outside parks and playgrounds, sports and leisure facilities, community buildings, older people's care homes, local shops and on roads in busy shopping areas.  
(See section 5.5, 5.6, 5.7, 5.10 for the evidence to support this)***

**Recommendation 2**

***That the speed limit review currently being conducted to assess average speeds on C and Unclassified roads in the city be used to identify roads in the city that would benefit from 20 mph speed limits as average speeds are 24 mph or less.  
(See section 5.5, 5.6, 5.7, 5.8, 5.9, 5.10 for the evidence to support this.)***

**Recommendation 3**

***That those roads identified in recommendations 1 and 2 be clustered together to form coherent 20 mph areas.  
(See section 5.4, 5.5, 5.6, 5.7, 5.8, 5.10 for the evidence to support this.)***

**Recommendation 4**

***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.***

**Recommendation 5**

***That where needed 20 mph areas are supported by additional traffic calming measures. However, these measures should ideally not include the use of speed bumps or humps but high quality design measures which are fit for purpose for local areas.  
(See section 5.10, 5.11 for the evidence to support this.)***

**Recommendation 6**

***That easily understandable criteria for the implementation of 20 mph areas be made available to residents so that they can understand why some areas of the city will be prioritised for speed reduction initiatives first.***



**Recommendation 7**

***That taking into account those areas identified in recommendations 1, 2 and 3, main roads in the city should not have speed reduction initiatives introduced. However, the council should look as a matter of priority at other road safety measures which can be used to make these roads safer for vulnerable road users. In particular, the concerns of residents about being unable to cross these types of roads safely should be addressed.***

***(See section 5.10 for the evidence to support this.)***

**Recommendation 8**

***That as a matter of priority, and where criteria are met, more crossing facilities, zebra crossings, and safe spaces for vulnerable road users to cross roads are introduced in conjunction with 20 mph areas and on main busy roads.***

***(See section 5.10 for the evidence to support this.)***

**Recommendation 9**

***That Local Action Teams and local residents' associations are actively involved and consulted with on plans to introduce 20 mph initiatives in their areas.***

***(See Section 5.10 for the evidence to support this.)***

**Recommendation 10**

***That, in order to ensure community buy-in and maximum compliancy, residents are engaged and consulted with on plans to introduce 20 mph initiatives into their areas.***

***(See Section 5.10 for the evidence to support this.)***

**Recommendation 11**

***That as part of the public consultation and engagement exercise, awareness raising and education campaigns are also undertaken to highlight key problem areas in the city and the need for slower speeds and safer driving and road use in the city.***

***(See Section 5.13 for the evidence to support this.)***

**Recommendation 12**

***That a carefully planned, long-term monitoring and evaluation exercise takes place so that evidence on the impacts of the initiatives introduced, and effectiveness of gaining and maintaining community buy-in, can be collected and responded to.***

**Recommendation 13**

***That 20 mph areas are identified as quickly as possible and that adequate funding is prioritised and set aside for implementing these initiatives as part of the Local Transport Plan (3).***

**Recommendation 14**

***That the Environment and Community Safety Overview and Scrutiny Committee monitor progress of these recommendations with the first update report brought to the committee after six months.***

**Recommendation 15**

***That the feasibility of piloting in a suitable area, new technology to manage traffic speed such as 'green light wave' technology and other forms of smart technology be considered.***

## Agenda Item 10

### Environment and Community Safety Overview and Scrutiny Committee Draft Work Plan 2010- 2011

Issue	Overview & Scrutiny Activity	Outcome & Monitoring/Dates
<b>8 February 2010</b>		
Discussion with Environment Cabinet Member	Regular opportunity for joint working	Discussion of key issues
Council's response to weather conditions	Request for information	1-day Scrutiny Panel; Winter Service Plan; operation and Review; established for 17 March
Policing the use of drugs: Operation Reduction	As requested at 14 September ECSOSC following magazine article	Presentation given by Police, Crime Reduction Initiatives and a service user
<b>19 April 2010</b>		
Half-yearly update from Community Safety Forum	Discussion with CSF Chairman, Councillor Dee Simson	Deferred to the next meeting
Health & Safety Annual Service Plan	Opportunity to comment on annual plan prior to Council – see para 2(b) of Part 4.4 of the constitution: Budget and Policy Framework Procedure Rules	Comments to be included in report to Council

<b>Issue</b>	<b>Overview &amp; Scrutiny Activity</b>	<b>Outcome &amp; Monitoring/Dates</b>
Official Feed and Food Controls Service Plan	Opportunity to comment on annual plan prior to Council – see para 2(b) of Part 4.4 of the constitution: Budget and Policy Framework Procedure Rules	Comments to be included in report to Council
Performance report	Regular update	CSF asked to include items on agenda. Information requested on CDRP and setting targets
<b>21 June 2010</b>		
Chair of Community Safety Forum	Regular discussion	
20mph scrutiny; panel report	For endorsement	
Winter service plan; panel report	For endorsement	
Support Services for Rape and sexual violence; panel report	For endorsement	
Toilets public question	Referral from LINKs	
Report on Request for Scrutiny; Wild Park scrub clearance	To determine whether scrutiny activity is needed	
Health Impact Assessment of Licensing; referral from Licensing Committee	To be circulated for noting; referred from Licensing Committee	

Issue	Overview & Scrutiny Activity	Outcome & Monitoring/Dates
<b>13 September 2010</b>		
Open Spaces Strategy	Report following request from Councillor Kennedy	
Local Transport Plan (3)		
<b>8 November 2010</b>		
Half-yearly update from CSF		
Monitoring outcome of Older People and Community Safety Scrutiny review following implementation plan agreed at 9 December 2009 Cabinet		
<b>25 JANUARY 2010 NB REVISED DATE;</b> to replace 7 February 2011		
Scrutiny of Budget Proposals		

<b>Issue</b>	<b>Overview &amp; Scrutiny Activity</b>	<b>Outcome &amp; Monitoring/Dates</b>
Cabinet Member Environment possible		
<b>4 April 2011</b>		