

**NOTICE OF MOTION APPROVED BY COUNCIL 8 OCTOBER 2009  
Agenda Item 24(f)(ii)**

**REDUCE THE DEFAULT SPEED LIMIT IN BUILT-UP AREAS  
FROM 30 TO 20MPH**

“This council is deeply concerned that:

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

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

This council recognises that:

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

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

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

This council supports the principle of implementing 20mph speed limits in residential areas of Brighton & Hove wherever feasible.

It therefore requests Cabinet to consider referring this issue to ECSOSC with a view to the setting up of a Scrutiny Panel to undertake a detailed study and examination, that the Panel reports back as soon as possible and that its report forms the basis of

a Cabinet report that will look at the viability of rolling out a programme of 20mph speed limits in suitable areas across the city.

In addition this council requests that the Cabinet Member for Environment gives consideration to the inclusion of the Scrutiny Panel's report within the council's submission to the Department of Transport's 'Delivering a Sustainable Transport Strategy' programme where the south coast is being prioritised as a key priority area for sustainable transport planning that will include accident reduction."

#### Notes

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