

Agenda Item 26 Appendix 1

Rec	Scrutiny Recommendation	Comments	Position as reported to 4 November 2010 Environment CMM	Date	Update for ECSOSC 2011
1	<p>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.</p>	<p>The work to identify such locations will be the focus of the Speed Limit Review and the potential to create cluster sites will be included. However, it is recommended that there be a default position of implementing 20mph limits/zones in the vicinity of schools that not located on spinal or arterial routes.</p>	<p>At the Cabinet Member Meeting (CMM) on 16th September 2010 the Scrutiny panel's report and subsequent CMM Report recommendations were accepted and it was agreed that an early interim report updating members on the methodology and progress of the Citywide Speed Limit Review would be brought to the November CMM.</p> <p>This report provides an update on progress and details of the revised methodology for the first phase of the Citywide Speed limit Review. The revision support the principles of the recommendations contained in the Scrutiny report, particularly giving priority to the roads in the vicinity of schools.</p> <p>The Road Safety Team has already started researching the necessary data relating</p>	<p>Ongoing but updates on progress have just been given to CMM 4/10/11 (see attached CMM reports)</p>	<p>The matter was due to be presented at the Environment CMM in March 2011 but was deferred until July and again deferred due to the May election and a report on the matter was presented at CMM on 4th October 2011.</p> <p>The Speed Limit Review (non A&B Class roads) which is pertinent to the subject of 20mph limits has concluded its pilot study into 3 areas to test the methodology adopted and to design and cost relevant schemes:</p> <p>1. Eastern Area – Saltdean Primary School 2. Central Area – Stanford Infant/Junior Schools and surrounding area 3. Western Area – Peter Gladwin Primary, St Nicholas Junior and Portslade Infant schools.</p>

			<p>to schools, including current speed limits in their vicinity, to inform the first phase of the Review.</p> <p>The final report in respect of the Speed Limit Review will contain a number of recommendations which will need to be considered by officers and reported to an Environment CMM in March 2011</p> <p>The introduction of 20mph zones within the City has been on a data led basis and it is intended to continue to prioritise any implementation of measures to reduce speeds, particularly the potential wider use of 20mph limits and zones, on this basis.</p> <p>By adopting a data-led process an incremental approach to implementation of any measures can be employed, targeting those areas in which the greatest benefit can be potentially achieved. This will also facilitate delivering measures in accordance with the recommendations of the Scrutiny Panel and in an affordable way.</p>		<p>At the CMM on 4th October the Cabinet Member (Cllr Davey) approved consultation on areas 2 & 3. However, he felt area 1 was too small and formed too much of a pocket and unlikely to achieve the benefits necessary to justify the scheme.</p> <p>The other Speed Limit Review (A&B Class roads) also made a number of recommendations regarding 20 mph limits which were considered at the same CMM meeting on 4th October. In particular permission has been granted to consult on reducing the speed limits from 30 to 20mph on Nevill Rd in the vicinity of Hove Park and Blatchington Mill schools and along Trafalgar Rd and Church Rd Portslade in the vicinity of St Mary's RC Primary School. The latter will complement the Safer Routes to School Scheme currently being consulted upon.</p>
--	--	--	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

					In addition to the above – Cllr Davey has also requested that the Road Safety Team lead on designing and costing a substantial 20mph speed limit area covering the residential and shopping streets within the central area of the City, excluding the arterial routes such as Old Shoreham Rd, A259 etc This is to ensure consistency and avoid a piecemeal approach to the creation of 20mph limits within the City.
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.	The need to separate those roads suitable for just a reduction in speed limit as opposed to supporting traffic calming is accepted and will enable those roads to be given a priority, this will form part of the Speed Limit Review.		As above	As above
3	That those roads identified in recommendations 1 and 2 be clustered together to form coherent 20 mph areas.	As above once both pieces of work completed there is a need to match the two lists in order to progress a programme for the necessary implementation. The exception will be the default position regarding schools (as per recommendation 1)		As above	As above

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.	The Speed Limit Review will inform LTP3 where funding is available to implement measures.		As above	The matter was due to be presented at the Environment CMM in March 2011 but was deferred until July and again deferred due to the May election and a report on the matter was presented at CMM on 4 th October 2011
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.	This will require a case by case analysis of the suitable options available for use and selection of the most appropriate. All measures will be designed in accordance with the latest guidance for street design, including Manual for Streets and Brighton & Hove Council's Streetscape Design Guidance.		Ongoing	This will be considered at the 'build' stage of any schemes implemented
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.	The Speed Limit Review will provide information to assist in identifying priority roads. The methodology used can be summarised and made available to interested parties.		As above	This will be incorporated in the publicity campaigns supporting the implementation and consultation stages of schemes.

7	<p>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.</p>	<p>These roads are constantly assessed in order to identify any appropriate remedial action. Transport Planning supports the introduction of enhanced crossing provision for vulnerable users and is recommending a review of criteria against which crossing provision is made.</p>		Ongoing	<p>The new pedestrian crossing assessment criteria approved at CMM on 26th may 2011 will enable this matter to be addressed.</p>
8	<p>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.</p>	<p>As per recommendation 7</p>			<p>The new pedestrian crossing assessment criteria approved at CMM on 26th may 2011 will enable this matter to be addressed.</p>
9	<p>That Local Action Teams and local residents' associations are actively involved and consulted with on plans to introduce 20 mph initiatives in their areas.</p>	<p>LATs etc could be separately advised of proposed schemes to facilitate consultation. Any reduction in speed limit would necessitate a Traffic Regulation Order which would be advertised.</p>			<p>This will be incorporated in the publicity campaigns supporting the implementation and consultation stages of schemes.</p>

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.	As per recommendation 9			This will be incorporated in the publicity campaigns supporting the implementation and consultation stages of schemes.
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.	The Road Safety Team currently manages a programme of education, training and publicity which is focussed at those areas and road users that are considered most vulnerable. This will continue and changing attitudes towards excessive or inappropriate speed will form part of that work. The aim is to make 'speeding' as socially unacceptable as drinking and driving. Education, training and publicity will have a significant role in supporting the harder measures such as changes in speed limits and traffic calming. An example of this is the ongoing London Road scheme which has combined publicity and education during the consultation stage.			This will be incorporated in the publicity and education campaigns supporting the implementation and consultation stages of schemes.

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.	Agreed - Data preceding implementation of any scheme would be gathered and retained in order that 'before and after' comparison data could be compared and effectiveness measured.		Ongoing	Thorough before and after data collection will take place and an evaluation including cost benefit analysis will be undertaken.
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).	The Speed Limit Review is being progressed and the increased use of 20mph speed limits/zones has been submitted as an item for inclusion within LTP3, subject to availability of funding.		Ongoing	See above – this work is in progress
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	Due to the complex and detailed nature of the work, the first viable date for an update report will be March 2011 – 6 months from September CMM acceptance of Scrutiny report		Ongoing	Update was provided at November 2010 CMM

15	<p>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.</p>	<p>Whilst use of new technology for managing speed will be considered, this will need to be done on a case by case basis as local demographics etc will determine the suitability for piloting any particular technology. Green waves to allow progress through the cities network at predetermined speeds are a familiar concept in Brighton & Hove and have been in use for a considerable number of years. The technology is utilised at the cities fire stations, on a red light call the fire officer chooses a route via a control panel and this triggers a green wave through all of the traffic signals along this route to coincide with the speed of the fire engine.</p> <p>Another example is the proposal to use a green wave along a major cycling route (Lewes Rd) with an actual green wave of lights buried in the carriageway which coincide with and illustrate a green wave that allows the cyclists to move at a comfortable pace (12-15mph) and reach each of the traffic signals whilst they are on green.</p>		Ongoing	<p>Any replacement of traffic signals work now incorporates 'smarter' systems. This also applies to the introduction of 'Puffin' crossings which are the default light controlled crossing type.</p>
----	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--	---------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

		Across the network generally traffic signal timings are calculated to reflect the speed of the traffic and how long it takes to get from one set of lights to another. It would always be possible to turn this around and set the timings to reflect the traffic speed that you are looking for.			
--	--	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--	--	--

