

Subject:	Brighton & Hove A 20mph City?		
Date of Meeting:	15 January 2013		
Report of:	Strategic Director - Place		
Contact Officer:	Name:	Emma Sheridan	Tel: 29-3862
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Ward(s) affected:	All		

1. SUMMARY AND POLICY CONTEXT:

- 1.1 The purpose of this report is to outline the results of recent public consultation on the phased introduction of 20mph speed restrictions across the City and to seek approval to commence with the implementation of Phase 1 of the scheme.
- 1.2 The benefits of a City-wide 20mph scheme include a potential reduction in collisions and a reduction in the severity of those collisions which do occur. Consistency of speed limit is likely to lead to better compliance, reduced street clutter and an increased perception of safety. These improvements will also have health benefits, encouraging more cycling and walking and improving air quality.

2. RECOMMENDATIONS:

- 2.1 That the Committee notes the results of the public consultation on proposals to implement a City-wide 20mph scheme.
- 2.2 That, having taken into account the responses received, the Committee authorises officers to proceed with advertising the formal Traffic Regulation Order (TRO) for the changes in speed limit in the Phase 1 area.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 In May 2010, following an investigation into 20mph speed limits and zones by the Environment and Community Safety Overview and Scrutiny Committee (ECSOSC), the panel produced a report containing 15 recommendations (see Background Document 1). In broad terms the main recommendation was the wider implementation of 20mph speed restrictions in residential areas and in the vicinity of community facilities such as schools.
- 3.2 In October 2011, the Department for Transport (DfT) set out a new policy framework for the country's traffic sign systems. Included in this were provisions making it easier for councils to introduce 20mph schemes. This takes the form of a reduction in the need for physical traffic calming measures in 20mph zones by expanding the list of permitted traffic calming measures to include repeater signs and reducing the need for road humps and chicanes. The revised policy paper makes provision for the use of speed roundels on the carriageway as an

alternative to upright repeater signs in 20 mph zones and limits. Previously painted speed roundel road markings are only permitted to be placed on the highway with an accompanying upright sign. This will reduce the number of signs that local authorities are required to place.

- 3.3 The Environment Cabinet Member Meeting in January 2012 approved the implementation of two pilot 20mph speed limit areas in Portslade and Stanford and directed officers to investigate the further possibility of the wider introduction of 20mph speed restrictions across the City.
- 3.4 In early 2012, following comprehensive speed limit reviews (see Background Documents 2 and 3), two pilot 20mph speed limit areas were implemented (in the vicinity of the Stanford schools and Portslade Village). These were primarily to trial the methodology and evaluate the effectiveness of the schemes. The process of evaluation of these pilots has begun with some early improvements to the scheme identified, as a result of changes in DfT guidance, to improve compliance with the new limit. To date no accidents have been recorded in either of the pilot areas since implementation. A full evaluation of the pilot areas will be completed after the first year of implementation with any lessons learnt fed into the implementation of all further Phases.
- 3.5 Officers prepared an outline proposal for the phased introduction of 20mph speed restrictions across the City over a 4 year period. This proposal was considered at the Environment Transport and Sustainability Cabinet Member Meeting in May 2012 where the principles of the proposed outline implementation programme (see Background Document 4) were agreed. Permission was granted to commence stakeholder and public consultation and preparatory research, surveys and street character assessments. The results of this consultation and research are contained within this report.

4. COMMUNITY ENGAGEMENT AND CONSULTATION

- 4.1 Public consultation took place between 17th June and 10th August 2012 with the full results shown in Appendix 1. The consultation was carried out using/utilising 10,000 surveys being sent out to randomly selected businesses and residences across the City. Additionally exhibitions were held at both Brighton and Hove Town Halls (3 days at each) where the public could discuss the proposals with officers; survey forms were available to those who had not received them in the post. The survey was also available on-line via the Council's website consultation portal. A number of e-mails were also received and included in the analysis of the consultation results.

4.2 Headline Results

A total of 3689 people responded as part of the consultation with 55 % in favour and 44.5% against the proposal. The most common reasons for objection were

- Not wishing to see a blanket 20mph limit across the city, just for certain areas (around schools, shops, play areas, inner areas) – 8% of respondents
- Concerns that the change will not be enforced – 8% of respondents
- Concerns that the change will lead to increased congestion – 7 % of respondents

- Concerns about the costs of the scheme – 7% of respondents
- Concerns that the change will lead to increased emissions and pollution - 6 % of respondents
- Concerns that the change will lead to increased journey times – 6% of respondents

4.3 **Petitions**

One petition, signed by 113 people, was received from residents calling upon the Council to *'Impose 20mph speed limits on the roads in the residential area north of Hove station (including Fonthill Road, Newtown Road, Wilbury Avenue, Ranelagh Villas, Hartington Villas, Hove Park Villas and Wilbury Gardens)'*

This area is included in proposals for the first phase of implementation of the 20mph limit.

4.4 **Additional Correspondence & Longer Responses**

Bricycles and CTC submitted a lengthy document in which they expressed very strong support for the proposal and Brighton & Hove Friends of the Earth provided a qualified support depending upon which main roads would be included/excluded from the scheme and reinforced the need for the implementation to be accompanied by an awareness campaign.

Brighton and Hove Bus Company have submitted a letter outlining their concerns over the impact that speed limit reductions on main bus routes could have on bus journey times. Any significant delays caused to bus journey times, particularly for off peak services would lead to a reduction in frequency of services.

Summary & Discussion

The results of the consultation suggest a clear majority of respondents are in favour of the proposals for the city wide introduction of 20mph speed limits. A number have, however, expressed concerns about including main roads, a lack of enforcement, the potential to increase journey times and congestion.

Running parallel investigative work has been undertaken on roads across the Phase 1 area of the proposed scheme including traffic flow, vehicle speeds and journey times (including buses). Taken together with the growing research and evidence base of the actual impacts of such schemes in other areas, it is not considered that the implementation of Phase 1 of the introduction of 20mph speed restrictions will produce significant delays or congestion.

Detailed conversations have been undertaken with Sussex Police on the proposed implementation of Phase 1. Currently, Sussex Police adheres to the guidance in the DfT circulars, guidance which is also followed by the Association of Chief Police 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. Sussex Police have raised no objections to the implementation of Phase 1 of the scheme as recommended by this report.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 5.1.1 Capital: It is anticipated that the project will extend over at least 3 years. The sum of £0.5million has been allocated for the introduction of 20mph speed reductions in the city, out of the Local Transport Capital Budget for 2012-13. In addition, an indicative sum of £0.5million has been identified for each of the subsequent two years. The overall project cost is expected to be approximately £1.5m but will be reviewed on an annual basis.
- 5.1.2 Revenue: The introduction of new signs and markings will impact on future revenue maintenance budgets, which may therefore require further funding.

Finance Officer Consulted: Name: Karen Brookshaw Date: 06/11/12

Legal Implications:

- 5.2 The Council's powers and duties under the Road Traffic Regulation Act 1984 must be exercised to secure the expeditious, convenient and safe movement of all types of traffic including cyclists and pedestrians. As far as is practicable, the Council should have regard to any implications in relation to:- access to premises; the effect on amenities; the Council's air quality strategy; facilitating the passage of public services vehicles; securing the safety and convenience of users; any other matters that appear relevant to the Council.
- 5.4 The Council has to follow the rules on consultation promulgated by the government and the courts. The Council must ensure that the consultation process is carried out at a time when proposals are still at their formative stage, that sufficient reasons and adequate time must be given to allow intelligent consideration and responses and that results are properly taken into account in finalising the proposals.
- 5.5 After the proposals are formally advertised, the Council can, in the light of objections / representations received, decide to re-consult either widely or specifically when it believes that it would be appropriate before deciding the final composition of any associated orders. Where there are unresolved objections to the Traffic Orders, then the matter is required to return to Transport Committee for a decision.

Lawyer Consulted: Name: Carl Hearsum Date: 12/11/12

Equalities Implications:

- 5.3 The scheme should improve conditions for vulnerable road users and has the potential to ease community severance by aiding the development of healthy and sustainable places and communities. In reducing the perception of road danger the scheme should enable children, young people and adults to make more and better use of their local streets.

Sustainability Implications:

- 5.4 The proposed scheme should assist the Council in encouraging more sustainable transport use such as walking and cycling by reducing vehicle speeds and improving safety and the perception that the streets are safer and more user-friendly. Any modal shift to more sustainable transport achieved as a result of the wider implementation of 20mph speed limits will also assist in improving air quality and reducing carbon emissions contributing to the Council's 'One Planet Living' programme.

Crime & Disorder Implications:

- 5.5 There are no direct implications arising from the proposals.

Risk and Opportunity Management Implications:

- 5.6 Schemes are implemented in compliance with current design standards and legislative requirements. Regular monitoring throughout project delivery and the flexibility of delivery over several years will minimise the risk of not completing on time or within budget.

Public Health Implications:

- 5.7 Road casualty reduction is a Public Health priority. It is anticipated that the reduction in speed limits to 20mph in residential and commercial areas will help to reduce collisions and the severity of the outcome of some collisions. It is estimated that over 95% of pedestrians involved in a collision at 20mph survive, compared with only 80% at 30mph (ROSPA factsheet). A review of the impact of introducing 20mph zones in London over a twenty year period (Grundy et al 2009) demonstrated a reduction in road casualties particularly amongst young children. It is likely that the scheme will support people to choose more physically active lifestyles by opting to make healthier active travel choices such as walking and cycling which in turn will help to reduce emissions and improve air quality by reducing congestion.

Health Officer consulted: Name: David Brindley on behalf of Dr Tom Scanlon,
Director of Public Health

Date: 16 November 2012

Corporate / Citywide Implications:

- 5.8 The proposed scheme will assist the Council to meet its strategic objectives and will contribute to the Council's and partners' wider objectives, including those set out in the Corporate Plan and the Sustainable Community Strategy
- 5.9 Brighton and Hove Bus Company have raised concerns about the impact of the introduction of 20mph speed restrictions in the off peak hours on a number of bus routes which cross the City. Research carried out whilst preparing the proposals, together with the growing evidence base of actual impacts of such schemes in other areas, indicate that such concerns are unlikely to be realised as a result of the implementation of Phase 1, much of which is already subject to a 20mph limit. Monitoring will, however, be undertaken should the scheme progress to implementation, which will include bus journey times.

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

The following courses of action have been explored

- 6.1 The delivery of much bigger areas for each phase. The amount of site survey and design work required would mean that it would take much longer to start to deliver the project and are beyond the available budget for this year. The proposed phases are more manageable in size.
- 6.2 Different sequences of phasing were considered but the best option is considered to be rolling from the city centre out where the streets are more congested therefore having lower speeds and there are more people walking and cycling. The outward phasing also has the benefit of creating a consistent decreasing speed as drivers approach the City centre.

7. REASONS FOR REPORT RECOMMENDATIONS

- 7.1 To approve the advertisement of TROs for Phase 1 implementation of the introduction of 20mph speed limit restrictions following public consultation on the scheme which resulted in a majority of respondents expressing favour for the scheme.

SUPPORTING DOCUMENTATION

Appendices:

1. 20mph Public Consultation Report
2. Plan showing Phase 1 area for implementation.
3. Plan incorporating proposed City wide phasing and existing 20mph restricted roads/areas.

Documents in Members' Rooms

1. None

Background Documents

1. Environment and Community Safety Overview and Scrutiny Committee (ECSOSC) report on 20mph (2010)
2. Speed Limit Review – A & B Class Roads (September 2010)
3. Speed Limit review – 20mph Pilot Schemes (June 2011)
4. Environment and Transport Sustainability Cabinet Member Meeting – “Brighton & Hove – A 20mph City” report (May 2012)

