

<b>Subject:</b>	<b>20mph Programme</b>		
<b>Date of Meeting:</b>	<b>20<sup>th</sup> January 2015</b>		
<b>Report of:</b>	<b>Executive Director of Environment Development and Housing</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Emma Sheridan</b>	<b>Tel: 29-3862</b>
	<b>Email:</b>	<b>Emma.sheridan@brighton-hove.gov.uk</b>	
<b>Ward(s) affected:</b>	<b>All</b>		

**FOR GENERAL RELEASE**

**1. PURPOSE OF REPORT AND POLICY CONTEXT**

- 1.1 The purpose of this report is to update the Committee on the progress and monitoring of Phases 1 and 2 of the 20mph programme, to outline the results of recent public consultation on proposals for Phase 3 of the programme, to present the revised proposals for Phase 3 which have been informed by the findings of the consultation and to seek approval to progress to the next stage of consultation for Phase 3, namely the advertising of Speed Limit Orders.
- 1.2. The aims of the 20mph programme in Brighton & Hove are:
- To reduce risk (perceived and actual) of the number and severity of road collisions and casualties.
  - To help create pleasant, people-centered, streets and public spaces.
  - To encourage and enable more active travel.
  - To encourage and enable independent mobility for children, the elderly and other vulnerable people in the City.

**2. RECOMMENDATIONS:**

- 2.1 That the Committee notes the results of the public consultation on proposals to implement 20mph speed limits in Medina Terrace, Mile Oak, Hangleton, Woodingdean, Rottingdean & Ovingdean and Saltdean.
- 2.2 That the Committee notes the positive results of the first year of implementation of Phase 1 of the 20mph programme in Central Brighton & Hove.
- 2.3 That the Committee authorises officers to proceed with advertising the formal Speed Limit Orders (SLO) for the changes in speed limits for the Hove Park area as described in paragraphs 4.28 to 4.32.
- 2.4 That the Committee authorises officers to proceed with advertising the formal Speed Limit Orders (SLO) for the changes in speed limits for the Medina Terrace area as described in paragraph 4.39.

- 2.5 That the Committee authorises officers to proceed with advertising the formal Speed Limit Orders (SLO) for the changes in speed limit to the Mile Oak area as described in paragraph 4.41.
- 2.6 That the Committee authorises officers to proceed with advertising the formal Speed Limit Orders (SLO) for the changes in speed limit to the Hangleton area as described in paragraphs 4.45 to 4.46
- 2.7 That the Committee authorises officers to proceed with advertising the formal Speed Limit Orders (SLO) for the changes in speed limit to the Rottingdean and Ovingdean area as described in paragraphs 4.49 to 4.51
- 2.8 That the Committee authorises officers to proceed with advertising the formal Speed Limit Orders (SLO) for the changes in speed limit in the Woodingdean area as described in paragraphs 4.53 to 4.54
- 2.9 That the Committee authorises officers to proceed with advertising the formal Speed Limit Orders (SLO) for the changes in speed limit to the Saltdean area as described in paragraphs 4.59 to 4.60.
- 2.10 That the Committee instructs officers to continue the comprehensive monitoring and evaluation programme of the programme report on this to Committee at regular intervals together with any resulting recommendations for alterations or other remedial actions that may be identified.
- 2.11 That the Committee note the ongoing forward programme of the 20mph programme as outlined in paragraph 6.5.

### 3. **CONTEXT/ BACKGROUND INFORMATION**

- 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 limits in residential areas and on the roads outside schools, routes to schools, roads outside parks and playgrounds, sports and leisure facilities, community buildings, older peoples care homes, local shops and on roads in busy shopping areas.
- 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.
- 3.3 An outline proposal for the phased introduction of 20mph speed restrictions across the City was considered at the Environment Transport & Sustainability Cabinet Member Meeting in May 2012 where the principles of the proposed implementation programme (see Background Document 4) were agreed.

Permission was granted to undertake city wide stakeholder and public consultation, preparatory research, surveys and street character assessments.

- 3.4 On 15<sup>th</sup> January 2013 the Brighton & Hove City Council Transport Committee granted approval for the first phase of implementation of 20mph speed limit programme in central Brighton and Hove (see Background Document 6). The limit came into force on 8<sup>th</sup> April 2013.
- 3.5 On 4<sup>th</sup> March 2014 the Brighton & Hove City Council Environment, Transport & Sustainability Committee granted approval for the second phase of implementation of 20mph speed limit programme in residential areas of Brighton and Hove (see Background Document 8). The limit came into force on 16<sup>th</sup> June 2014.

## **4 COMMUNITY ENGAGEMENT & CONSULTATION**

### **Petitions**

#### **4.1 Hove Park**

The Committee received a petition, signed by 116 people, presented at Council on 13 October 2005 by Councillor Bennett. *'I / We support traffic calming and a speed limit of 20mph in The Droveaway, Hove.'*

#### **4.2 Hangleton**

On 30<sup>th</sup> July 2009, Councillor Barnett presented a petition, signed by 114 people, to the Environment Cabinet Meeting calling for a 20mph speed limit in parts of Hangleton & Knoll. The petition stated that "We, the undersigned, would like to give our support to Cllr Dawn Barnett, Cllr Tony Janio and Cllr David Smart who are campaigning to reduce the road speed to 20 miles an hour in the Hangleton and Knoll area where there are schools and playgroups."

- 4.3 On 25<sup>th</sup> November 2014, The Committee received a petition signed by 280 people which stated that "We the undersigned petition Brighton & Hove Council to Reduce the speed limit on Holmes Avenue in Hove to 20 mph at the next Phase 3 consultation, as there is a school on the same street and many people driving dangerously"

#### **4.4 Medina Terrace**

The Environment, Transport and Sustainability Committee received in January 2014 the following petition referred from the meeting of Full Council on 12 December 2013. A total of 121 people *signed the petition stating that "We the undersigned request the Council to set about making Medina Terrace, King's Esplanade and St Aubyn's South 20mph forthwith in order to increase road safety in itself and also improve their alignment with several cycle path junctions"*

### **Public consultation on Phase 3**

- 4.5 Public consultation on the Phase 3 proposals took place between 13<sup>th</sup> August and 6<sup>th</sup> October 2014 [see background Document 9 for the full results]. The consultation was carried out utilising 57,989 surveys which were sent across six neighbourhood consultation areas. Area specific consultation materials and

surveys were sent to every address, residential and commercial, within the Phase 3 area.

- 4.6 A total of 11 staffed consultation drop in surgeries and residents groups meetings were held and/or attended by officers at 6 locations across the areas covered by the proposals where the public could discuss the proposals with officers and survey forms were available to those who had not received them in the post.
- 4.7 The surveys for all six consultation areas were available on-line via the Council's website consultation portal. The public consultation was widespread, well publicised, reported via local media, social media, by direct mail and email and open to all.

**Headline Results**

- 4.8 A total of 5,634 responses were received to the consultation with 5,456 of the respondents identifying as residents of the Phase 3 area. A total of 5,543 respondents answered the question relating to their support or opposition of 20mph on their own street. A majority of people (55%) responded that they supported 20mph on their own street.
- 4.9 The results of the consultation suggest a clear majority of respondents in some individual areas support the introduction of 20mph limits on the street that they live on. There are, however, some identifiable areas where the majority of residents do not support lower speed limits or where opinion is more divided.

<b>Consultation Area</b>	<b>Residents supporting 20mph on the street that they lived</b>
Medina Terrace	63%
Mile Oak	60%
Hangleton	53%
Woodingdean	49%
Rottingdean & Ovingdean	69%
Saltdean	51%

**Stakeholder Meetings/Correspondence**

- 4.10 A number of meetings have been held with Sussex Police to discuss the detailed proposals for the Phase 3 area. The police have raised no objections to the original or revised Phase 3 20mph proposals but have commented that they would not support, without physical changes to the road environment, a reduction from 40mph to 30mph of the speed limit on Warren Road on the western most section of the road as it enters Woodingdean village.
- 4.11 Sussex Police Road Policing Unit will be closely involved, as they have been with Phases 1 and 2, in the detailed design of any implementation of new 20mph speed limits, should the Committee approve them.
- 4.12 A meeting was held with the Brighton and Hove Bus Company to discuss the detailed proposals for the Phase 3 area on 8th May 2014. At the meeting and by subsequent letter Brighton and Hove Bus Company Bus stated that they are broadly supportive of the Phase 3 proposals to introduce a 20mph speed limit to

a wider area of the city. They strongly supported the retention of 30mph and other higher speed limits on major roads as outlined in the Phase 3 proposals and requested that Warren Road specifically not be reduced to 20mph.

- 4.13 A written response was received from Brighton Area Buswatch. The group, whilst understanding the reasons for the proposed 20mph limits, expressed concerns about negative impacts lower speed limits might have on bus services, particularly on supported bus services as raised by Compass Travel. The group support the request of Brighton and Hove Bus Company to retain a 30mph limit on major roads and in particular Warren Road as is outlined in the proposals for Phase 3.
- 4.14 In addition, both the Buswatch group and Brighton and Hove Bus and Coach Company suggested that the potential of piloting variable speed limits be considered if possible.
- 4.15 A written response was received from Compass Travel formally objecting to the proposals, particularly where limits were proposed for streets that are bus routes. Compass Travel stated that a 20mph speed limit would make “some of our current timetables unworkable and could ultimately result in a reduction in bus services”. Compass Travel also stated that 20mph limits would see an increase in accidents and that they would increase air pollution.
- 4.16 A written response was received from Bicycles and the CTC strongly supporting the proposals principally on the grounds that evidence, both in Brighton and elsewhere, had shown that 20mph speed limits led to a reduction in casualties and collisions, improving safety and encouraging more people to walk and cycle.
- 4.17 A written response was received from Kings School (High Street, Portslade) strongly supporting the proposals for the Mile Oak consultation area particularly for Mile Oak Road and High Street.
- 4.18 The Principal Transport Planner offered to attend the Taxi Forum to discuss the Phase 3 proposals. No response was received to the offer made. No written or other response was received from the taxi trade to this public consultation on Phase 3 proposals.

### **Summary & Discussion**

- 4.19 The majority of reasons provided for supporting and opposing the proposals were the same as those raised with regards to the Phase 1 and 2 areas. These issues have been addressed at length in the Committee reports presented to and debated by the Transport Committee in January 2013 (Background Document 6), and the Environment, Transport and Sustainability Committees in December 2013 (Background Document 7) and March 2014 (Background Document 8). As such this report does not repeat the information provided previously but rather addresses only those issues which are new, those that are specific to the Phase 3 consultation and those where new evidence has become available.

### **Phase 1**

- 4.20 A number of respondents to the consultation and the response received from Compass Travel objected to the Phase 3 proposals on the grounds that the first/second phases have not worked. Views were expressed that drivers were

ignoring the limits, that speeds had not reduced and that the lower limits had not/would not result in reduced casualties and collisions.

- 4.21 Results from the comprehensive speed surveys that were undertaken across the area in September 2013 and in April 2014 have shown a sustained decrease in speeds on Phase 1 roads. The average reduction across the area has been 1.3mph (which is in line with DfT expectations) rising to 1.7mph in some areas and as much as 7 or 8mph on individual roads. The average speed across the area is 20mph.
- 4.22 Details of casualty and collision data within in the Phase 1 area was presented at the December 2013 ETS Committee (Background Document 7: paragraph 4.35) and at the March 2014 ETS Committee (Background Document 8: paragraph 4.50).
- 4.23 Further collision and casualty data has become available that covers the first 18 months of implementation.
- 4.24 As can be seen from Figure 1 below, within the Phase 1 area there have been no fatal collisions since the implementation of the 20mph limit and overall there has been a decrease in the number of collisions and in the number of casualties with the 3 year average prior to implementation. As was the case when earlier figures were presented to the Committee in March 2014, it should be noted that the figures here can only be considered indicative at this stage and in order to have truly statistically robust data it is preferable to have 3 full years of monitoring data as this will ensure that findings are not skewed by seasonal variations or unique/one off events. However, these interim results continue to be well in line with the positive results seen by other cities, are well above the estimated 6% decrease predicted by national government guidance on 20mph speed limits and are an encouraging indication of success at this stage.

**Table 2: Casualty Figures – 18 months 8<sup>th</sup> April 2013 to 7<sup>th</sup> October 2014**

<b>All Collisions by severity</b>			
	<b>18 month average 2010-2013</b>	<b>8/4/2013 7/10/2014</b>	<b>to Difference</b>
<b>Fatal</b>	1.5	0	-1.5 (100%)
<b>Serious</b>	79.5	74	-5.5 (7%)
<b>Slight</b>	393.5	322	-71.5 (18%)
<b>Total</b>	474.5	396	-78.5 (17%)

<b>All Casualties</b>			
	<b>18 month average 2010-2013</b>	<b>8/4/2013 7/10/2014</b>	<b>to Difference</b>
<b>Fatal</b>	1.5	0	-1.5 (100%)
<b>Serious</b>	80.5	74	-6.5 (8%)
<b>Slight</b>	473	398	-75 (16%)
<b>Total</b>	555	472	-83 (15%)

## **Phase 2**

- 4.25 As Phase 2, 20mph, limits were only introduced in June 2014, there is limited casualty and collision data available to monitor the impacts of these limits. It is envisaged that the first 6 months of data will be available to be included in a report to the Committee in March 2015, should approval be given to advertise Phase 3 Speed Limit Orders and as such this data will be available to members prior to any final decisions on Phase 3.
- 4.26 Speed and traffic monitoring data has been collected for the Phase 2 area. The data is currently being analysed to review the initial impacts of the new speed limits in this area. Whilst early indications are that speeds have reduced, detailed analysis of the large amount of data is still underway. It is envisaged that data will be available to be included in a report to the Committee in March 2015, should approval be given to advertise Phase 3 Speed Limit Orders and as such this data will be available to members prior to any final decisions on Phase 3.

## **Hove Park**

- 4.27 A Deputation was brought to ETS committee in July 2013 by a number of residents that called for additional streets in the Hove Park area to be reconsidered for 20mph speed limits, principally on the grounds that they provided routes to local schools.
- 4.28 The streets were listed in the Deputation as: Goldstone Crescent, Hove Park Road, Hove Park Way, The Droveaway, Orchard Road, Orchard Gardens, Park View Road, Woodland Drive. Officers were asked to reconsider and report back to the Committee on this area.
- 4.29 Having considered the streets in question, officers have concluded that there is no technical reason to not undertake statutory consultation on 20mph limits for these roads. The recorded speeds in the area and the street character of the roads are in line with the guidance for introducing 20mph speed limits. The area is subject to a high volume of school related travel, which is likely to increase in the future with the relocation of the Bilingual School. The location of the Park and Recreational Ground also identify this area as one suitable for 20mph limits under the national Government Speed Limit guidance. The results of the public consultation undertaken in this area in 2013, for the streets listed in the Deputation showed that 122 of the 242 respondents supported 20mph speed limits on their street.
- 4.30 Officers consider that a sensible approach to a potential extension of 20mph limits in this area, such that would create an area that would make sense from a drivers perspective, would incorporate the roads named in the Deputation, although only the park-side sections of Goldstone Crescent and Woodland Drive, as well as the southern sections of Hove Park Way and Bishops Road.
- 4.31 The ward Councillors for Hove Park have indicated that they support the introduction of 20mph limits for Orchard Avenue, Orchard Road, Orchard Gardens, Park View Road, The Droveaway and Goldstone Crescent adjacent to Hove Park.
- 4.32 It is recommended that Speed Limit Orders be advertised for the streets concerned to reduce the speed limit to 20mph. Residents would then have the

opportunity to support or oppose the reconsideration of 20mph on their streets and the results of this could be reported back to ETS Committee (and local ward Councillors) before any final decision was made.

### **Portland Road**

- 4.33 Following significant opposition to the introduction of a 20mph speed limit on Portland Road, expressed during the public consultation on Phase 2 of the programme, officers were requested by the Committee to undertake further evaluation on the data relating to Portland Road and to report back to this Committee.
- 4.34 Officers have undertaken further analysis of the collision and casualty data for Portland Road over the past 3 years. It remains the case that this road has some of the highest collision and casualty numbers in the city. The road character and recorded road traffic speeds indicate that the road is suitable, under national government guidelines, for consideration of a 20mph speed limit.
- 4.35 In July 2014, 20mph speed limits were introduced on the side roads leading off Portland Road. In addition, proposals for works on Portland Road, under the Safer Routes to Schools programme, are being presented to the Committee at this meeting, If approved, these measures would be implemented this financial year.
- 4.36 Consequently, whilst officers consider that a significant reduction in casualty and collision numbers on Portland Road could be achieved via a reduction in the speed limit to 20mph, it is considered prudent, in light of the expressed local opposition to such a reduction and the changes that have been made and are proposed for the area this financial year, that further monitoring of Portland Road should be undertaken over the coming 12 months before further recommendations are made to the Committee with regards speed limits at this location.

### **Revised proposals**

- 4.37 Taking into consideration the results of the consultation, officers have produced revised proposals for the Phase 3 areas which are now recommended to proceed to the next stage of statutory consultation, namely the advertising of Speed Limit Orders.
- 4.38 Officer recommendations on revised proposals for each area are detailed below

### **Medina Terrace**

- 4.39 It is recommended on the basis that the consultation responses indicated a clear majority (63%) in favour, that Medina Terrace, Kings Esplanade, Sussex Road and St Aubyn South, be reduced to 20 mph
- 4.40 The introduction of 20mph speed limits for this area is supported by the ward councillors for Central Hove.



### **Mile Oak**

- 4.41 It is recommended that the Old Shoreham Road (A270), the A293 and Fox Way retain their existing limits and that, on the basis that the consultation responses indicated a clear majority (60%) in favour, that all other streets within the area, where they are not already, be reduced to 20 mph.
- 4.42 North Portslade Ward Councillor, Bob Carden, has commented that he is opposed to the introduction of 20mph speed limits except on roads where schools are located.
- 4.43 South Portslade Ward Councillor Les Hamilton, has commented that 30mph should be retained on arterial/bus routes with 20mph implemented on residential side streets. Specific roads Councillor Hamilton would like to see retain a 30mph limit are Valley Road and Mile Oak Road.
- 4.44 South Portslade Ward Councillor Penny Gilbey has commented that she does not perceive residents to be supportive of lowering the speed limit but was not opposed to providing residents with a further opportunity to comment on the proposals.

### **Hangleton**

- 4.45 It is recommended that the A293, the Old Shoreham Road (A270), Nevill Road, King George VI Avenue and Hangleton Road retain their existing speed limits. It is also recommended that existing speed limits be retained for the streets to the west of Hangleton Way, where a majority of the residents who responded (67%) were opposed to lower limits on their streets. This would remove the following streets, in the Hangleton Valley area, from the programme: Hangleton Lane, Hangleton Valley Drive, Sylvester Way, Piper Close, Meads Avenue, Meads Close, Meyners Close, Warrene Road, The Down, Lynchets Crescent, Cowdens Close, Honey Croft , Downsview, St Helens Crescent, St Helens Drive, and Hangleton Manor Close.
- 4.46 It is recommended that the remaining streets within the Hangleton area be reduced to 20mph in line with the supportive views expressed by the majority (56%) of those in these streets who responded to the consultation.
- 4.47 Hove Park Ward Councillors support the inclusion of Nevill Avenue and Court Farm Road, which fall within this area.
- 4.48 Hangleton and Knoll Ward Councillor Tony Janio has commented that he is supportive of the revised proposals for the area.

### **Rottingdean and Ovingdean**

- 4.49 It is recommended that Warren Road, Falmer Road and the A259 retain their existing speed limits.
- 4.50 It is recommended that Roedean Road, Roedean Heights, Roedean Crescent, Roedean Path, Roedean Vale and Roedean Way retain their existing speed limits in line with the views expressed by the majority (73%) in those particular streets who responded to the consultation opposing the lower limit.

- 4.51 It is recommended that Greenways retain its existing limit from the junction with the A259 as far as the junction with Ainsworth Avenue and that beyond that point the speed limit be reduced to 20mph. It recognised that many of the residents along this stretch of road have expressed a desire for the limit to be lowered, however, the nature of the road environment from the A259 to the junction with Ainsworth Avenue is such that it is not considered that a 20mph would be enforceable. This recommendation is supported by Sussex Police.
- 4.51 It is recommended, on the basis that a majority (71%) of the consultation responses were supportive, that all other streets within the Rottingdean and Ovingdean area be reduced to 20mph.

### **Woodingdean**

- 4.53 It is recommended, on the basis that a majority (61%) of the consultation responses were supportive, that streets to the north of Warren Road and west of Falmer Road be reduced to 20mph.
- 4.54 It is recommended, on the basis that a majority (65%) of the consultation responses were supportive, that the speed limit on Warren Road be amended to extend the 30mph speed limit on Warren Road back from its existing start point by the eastern most entrance to the Cemetery to the western most entrance to the Cemetery.
- 4.55 It is noted that there is significant local resident and Ward Councillor support for reducing the speed limit on Warren Road to 30mph from the junction with Downland Road, as it enters the village of Woodingdean. In light of the Police opposition to such a move, officers cannot recommend this at this time.
- 4.56 In the area east of Falmer Road, there is a majority (53%) who are opposed to 20mph limits on their street, however, within the area there is a corridor of strong support along Bexhill Road and Cowley Drive. Officers, together with the Police, have considered whether these roads could be included in the 20mph limit in isolation but this is not considered to be practical and it is not considered that a lower limit in isolation at this location would be self-enforcing without extensive traffic calming measures, which are beyond the current budgets of the programme.
- 4.57 Ward Councillor, Geoffrey Wells, has commented that he is opposed to the introduction of 20mph speed limits in Woodingdean but supports a reduction of Warren Road to 30mph but would like this to extend further back to Downland Road.
- 4.58 Ward Councillor Dee Simson has commented that as the overall majority (50.7%) for Woodingdean as a whole was opposed to 20mph that no proposals for 20mph limits should be progressed at this time. The village should not be divided into two and the amended proposals, outlined in paragraph 4.53 above, are considered to be an unnecessary waste of money. Councillor Simson supports a reduction of Warren Road to 30mph but has stated that this should extend further back to Downland Road.

## **Saltdean**

- 4.59 It is recommended that all roads in the Saltdean area retain their current speed limits with the exception of a small number of roads as outlined below. The overall consultation results for the Saltdean area showed an evenly split level of opposition to and support for the lower speed limits.
- 4.60 More detailed analysis of the responses showed that this was the case across the area but with support expressed, even by those opposed to the limits in general, for 20mph limits around the school and park. As such it is considered practical to only propose the lower limits in the streets around the school and the park and on the small shopping street that links them (all of which have a majority of respondents who supported the lower limits for their streets). This would see 20mph introduced on the following roads: Arundel Drive East and West, Chichester Drive East and West, Saltdean Park Road, Glyndebourne Avenue, Lustrells Vale, School Lane, Chiltington Way, Effingham Close, Chiltington Close, small section of Saltdean Vale and a small section of Linchmere Avenue.
- 4.61 The revised proposals for Saltdean would result in very little of the bus routes, where concerns were raised by Compass Travel, in that area running on 20mph roads. It is considered that as such the journey time concerns identified by Compass Travel would not be realized.

## **5 ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS**

- 5.1 A variety of alternative options for the 20mph programme have been considered and discussed in previous reports (listed in the Background documents) to Committee during the earlier phases of the programme. This has included the consideration of part time speed limits which the Department for Transport have advised are not a viable option for safety reasons.
- 5.2 Where necessary, following the results of the public consultation, alternative options have been considered for each of the Phase 3 areas. Alternative options to the original proposals are presented, where relevant, in the body of this report under each area heading.

## **6. CONCLUSION**

- 6.1 The majority of those who responded to the Phase 3 consultation supported the introduction of 20mph on the street on which they lived. Support for the lower limits was significantly higher in areas which already had 20mph limits in place on some streets (Portslade village and Rottingdean) but was lower in some other areas (Saltdean and east Woodingdean).
- 6.2 Differences within areas, in terms of local community support, have resulted in officers developing revised proposals for the Phase 3 areas to retain existing speed limits not only along arterial routes into, out of and across the city as previously proposed but also in certain residential areas where the proposals did not have the support of the majority of the community (i.e. streets in Saltdean, in Hangleton to the west of Hangleton Way and in Woodingdean to the east of Falmer Road).

- 6.3 No final decision would be taken on the revised proposals for Phase 3 until the responses to the advertisement of the Speed Limit Orders have been reviewed and reported back to the Environment, Transport and Sustainability Committee. It is expected that this could happen in March 2015, should approval be granted to advertise.
- 6.4 The benefits of 20mph speed limits continue to be recognised nationally and internationally and ongoing interim monitoring of the Phase 1 area of Central Brighton & Hove continues to indicate that these benefits are being realised in the city after the first year of implementation. There remains, however, a continued need for the investigation, monitoring and evaluation of speed limits across the city.
- 6.5 The next steps, subject to the approval of this reports' recommendations are proposed to be:
- February 2015: Advertisement of Phase 3 Speed Limit Orders
  - March 2015: Report to Committee on SLO objections
  - Jan 2015 - Mar 2015 implementation of Phase 1 remedial measures
  - Mar 2014: Commence implementation of Phase 3 Areas (if applicable)
  - April 2015: Undertake second year monitoring of Phase 1 area
  - July 2015: Undertake first year monitoring of Phase 2 area
  - Nov 2015: Report to Committee on Year 2 results of 20mph programme.

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

### Financial Implications:

- 7.1 It is anticipated that the capital costs associated to the recommendations in the report will be funded from the Local Transport Plan (LTP) capital programme. The total LTP budget allocation for the 20mph programme in the 2014-15 financial year is £0.537m as approved at Policy and Resources Committee. Some costs will be incurred in the 2015-16 financial year, which will require a re-profile of existing budget or additional funding in the 2015-16 capital programme subject to Policy and Resources Committee approval.

*Finance Officer Consulted: Steven Bedford      Date: 09 January 2015*

### Legal Implications:

- 7.2 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.

- 7.3 The Council has to follow the rules on consultation set out 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.
- 7.4 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.
- 7.5 Where there are unresolved objections to the Speed Limit Orders, then the matter is required to return to Environment, Transporting Sustainability Committee for a decision.

*Lawyer Consulted: Katie Matthews*

*Date: 17 November 2014*

Equalities Implications:

- 7.6 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:

- 7.7 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:

- 7.8 There are no Crime and Disorder Implications of the report at this time. The revised proposals outlined in this report have been discussed in detail with Sussex Police Roads Policing Unit who have raised no objections to the recommendations.

### Risk and Opportunity Management Implications:

- 7.9 There is a risk that the desired outcomes of the scheme will not be fully realised. Interim monitoring, however, suggests that this risk is very low and comprehensive monitoring will continue both in the Phase 1 and 2 areas and in the Phase 3 area, should it progress, to ensure that any issues are identified, addressed and where necessary remedial action taken.

### Public Health Implications:

- 7.10 Road casualty reduction is a Public Health priority and an indicator for Domain 1 of the Public Health Outcomes Framework 2013-2016. 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. 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.
- 7.11 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. Physically active adults have less risk of premature death and of chronic diseases, with the direct cost of physical inactivity to the NHS across the UK estimated to be £1.06 billion. For Brighton & Hove this cost is estimated to be **£3,077,340**
- 7.12 Promoting active travel can bring important health benefits but also contributes to objectives in relation to sustainability & congestion & air pollution, especially to reduction in particulate matter. This is discussed above in Background Document 7: paragraph 4.40.
- 7.13 NICE guidance PH 8, PH 25 and PH 31 all recommend speed restrictions and the prioritisation of pedestrian and cyclists as a means to improve public health

### Corporate / Citywide Implications:

- 7.14 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, the Road Safety Strategy and the Sustainable Community Strategy

## **SUPPORTING DOCUMENTATION**

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

1. Copies of the written consultation responses received from -
  - Brighton & Hove Bus and Coach Company
  - Compass Travel
  - Bus Users UK
  - Bricycles
  - Kings School
  - Local Ward Councillors
2. Copies of maps showing the revised proposals for Phase 3

### **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)
5. Item 32 – Transport Committee Report - “Brighton & Hove – A 20mph City?” (November 2012)
6. Item 52 – Transport Committee Report - “Brighton & Hove – A 20mph City?” (January 2013)
7. Item 49 – Environment Transport and Sustainability Committee Report (December 2013)
8. Item 89 – Environment Transport and Sustainability Committee Report - “Brighton and Hove 20mph Limit Phase 2 – Submissions made in response to Speed Limit Orders (March 2014)
9. Item 61 - Environment Transport and Sustainability Committee Report - “20mph Programme” (November 2014)

