

<b>Subject:</b>	<b>Speed Limit Review, 20mph Speed Limits</b>		
<b>Date of Meeting:</b>	<b>4 October 2011</b>		
<b>Report of:</b>	<b>Strategic Director, Place</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Len Holloway</b>	<b>Tel: 292184</b>
	<b>Email:</b>	<b>len.holloway@brighton-hove.gov.uk</b>	
<b>Key Decision:</b>	<b>No</b>		
<b>Ward(s) affected:</b>	<b>Preston Park; Rottingdean Coastal; South Portslade</b>		

**FOR GENERAL RELEASE**

**1. SUMMARY AND POLICY CONTEXT:**

- 1.1 In addition to the Speed Limit Review requested on 15<sup>th</sup> December 2005 by the Secretary of State for Transport in respect of speed limits on the A & B Class roads, the Council decided to undertake a separate review of the speed limits on the City's other roads. The start of this process was delayed pending an investigation into 20mph speed limits/zones by the Environment and Community Safety Overview and Scrutiny Committee (ECSOSC). The panel produced a report containing 15 recommendations that was taken to Environment CMM on 16<sup>th</sup> September 2010.
- 1.2 Updates on the review were provided to the Environment Cabinet Member Meetings on 16<sup>th</sup> September 2010 and 4<sup>th</sup> November 2010, with a commitment to provide a further update at an Environment CMM in March 2011. Presentation of an update to the March 2011 was postponed until after the Council Elections, at the request of the Environment Cabinet Member.
- 1.3 This report seeks to:
- Present the Review report and recommendations in respect of the non- A&B Class Roads within the City
  - To provide an update on the non-A&B Class Road Review and seek Cabinet Member approval to consult on the implementation of some of the measures recommended within that report.

**2. RECOMMENDATIONS:**

- 2.1 That the Cabinet Member for Transport & Public Realm approves that the Central Area and Western Area schemes set out in Appendix 1 be progressed to final design and that the TRO be advertised.

**3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:**

- 3.1 The Council is committed to providing transport choice and reducing road casualties through a joint programme of road safety engineering measures alongside education, training and publicity initiatives to address identified issues.

The setting of appropriate speed limits in accordance with Department for Transport Circular 1/2006 and wider use of 20mph zones has formed part of the package of measures used at suitable locations.

- 3.2 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. By adopting a data-led incremental approach to implementation of any measures, it is easier to target 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.
- 3.3 Research has shown that a reduction in speed clearly correlates with a reduction in the severity of collisions and several studies have been carried out to substantiate this. TRL published results of a meta-analysis of these studies (Finch *et al*, 1994), concluding from the wealth of underlying data that, on average, each 1 mph reduction in mean traffic speed is associated with a 5 per cent reduction in accidents.
- 3.4 The Review undertook a pilot study to test the review methodology in three demographically different areas of the City with a view to implementing any recommendations in order to assess the effect of 20mph speed limits, as opposed to zones. The difference between a limit and a zone is that a zone includes traffic calming measures intended to make the speed limit self-enforcing. The three areas in the pilot study were:
  - **Eastern Area**, vicinity of Saltdean Primary School selected because it lends itself to the creation of a small area which would encompass the local commercial centre.
  - **Central Area**, vicinity of Stanford Infant and Stanford Junior Schools, centrally located within an area subject to numerous complaints from local residents regarding safety, with a supporting collision history. This would be a medium sized scheme, including the surrounding residential streets.
  - **Western Area**, Portslade in the vicinity of Peter Gladwin Primary, St Nicholas C of E Junior and Portslade Infant Schools. A large area encompassing all three schools and a substantial residential area with some supporting collision history.
- 3.5 Of the above three areas that were the subject of a pilot study, it is proposed to proceed to consultation on implementing the Central and Western Area schemes. It is not proposed to proceed with the eastern area scheme as it is felt the area is too small and effectively an island site. It would therefore be unlikely to give a good indication of its effectiveness or provide any real cost benefit. This decision will be reviewed if a wider city wide implementation is considered and the area may be incorporated within a more substantial future scheme
- 3.6 A periodic review will be carried out to gauge the effectiveness of the measures used on the central area and western area schemes on an annual basis.
- 3.7 The total cost of implementing the schemes within the three pilot areas is

Approximately £80,000.

#### **4. COMMUNITY ENGAGEMENT AND CONSULTATION**

- 4.1 Any alteration to speed limits requires the advertising of the relevant Traffic Regulation Order.
- 4.2 In addition, although not a legal requirement, in respect of the proposed introduction of 20mph speed limits in the vicinity of schools under the pilot study for the non-A&B Class Roads, we propose to carry out an informal consultation with the relevant schools.
- 4.3 Officers will continue to work closely with Ward Councillors.

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

##### Financial Implications:

- 5.1 There is a budget of £330,000 set aside for Road Safety Schemes within the Local Transport Plan capital allocation for 2011-12. This will be used to cover the costs of consultation and implementation.

*Finance Officer Consulted: Karen Brookshaw Date: 31/05/11*

##### Legal Implications:

- 5.2 The Council has the power under the Road Traffic Regulation Act 1984 to make Traffic Regulation Orders relating to speed limits. The appropriate statutory procedures regarding advertisement and consultation must be followed.
- 5.3 The measures set out in the report are consistent with the Council's statutory duties to promote road safety and prevent accidents.

*Legal Officer consulted: Carl Hearsum Date: 01/06/11*

##### Equalities Implications:

- 5.4 There are no direct equalities implications

##### Sustainability Implications:

- 5.5 None

##### Crime & Disorder Implications:

- 5.6 None

##### Public Health Implications:

- 5.7 See 3.3 above.

##### Risk and Opportunity Management Implications:

- 5.8 The report contains no risks and supports the recommendations of the Scrutiny panel.

Corporate / Citywide Implications:

- 5.9 None

**6. EVALUATION OF ANY ALTERNATIVE OPTION(S):**

- 6.1 None

**7. REASONS FOR REPORT RECOMMENDATIONS**

- 7.1 To accept the Review report and facilitate the implementation of the Recommendations of the non A&B Class Road Speed Limit Review pilot study, subject to available funding.

- 7.2 The recommendations for which approval is sought in respect of the non A&B Class Review result directly from CMM acceptance of the Scrutiny Report and subsequent undertakings to provide progress updates and the implementation of recommendations.

**SUPPORTING DOCUMENTATION**

**Appendices:**

1. Plans of the proposed 20mph limits within the 2 pilot study areas reviewed within the non A&B Class Review.

**Documents in Members' Rooms**

1. The City Speed Limit Review (non A&B Class Roads- 20mph Speed Limits) Pilot Study Report

**Background Documents**

1. Local Transport Plan 2006/7-10/11
2. Environment & Community Safety Overview & Scrutiny Committee Report of 'An Investigation into 20mph speed limits/zones'