

28 November 2013**Agenda Item:****REPORT OF SERVICE DIRECTOR HIGHWAYS****NOTTINGHAM CITY 20MPH SPEED LIMITS****Purpose of the Report**

1. The purpose of this report is to seek Committee approval for the implementation of 20mph speed limits on selected County Council managed roads which form part of a wider residential area identified for inclusion in Nottingham City Council's programme of area-wide 20mph speed limits.

Information and Advice

2. An element of the successful Nottingham area Local Sustainable Transport Fund bid is the introduction of 20mph speed limits on all residential streets in the City. Consequently Nottingham City Council has identified the residential areas where it proposes to introduce area-wide mandatory 20mph speed limits to encourage more walking and cycling.
3. Four of the proposed residential areas (Bestwood, Bramcote, Bulwell and the Dales & Mapperley areas) extend short distances into the county and changing the speed limit at the county boundary could result in inconsistent speed limits leading to confusion amongst road users. Consequently, following a request from the City Council, approval was given at the 21 March 2013 Transport & Highways Committee to undertake consultation with the affected county residents to determine their support for the area speed limit proposals.
4. Formal consultation has now been undertaken by the City Council on the implementation of the 20mph speed limit schemes in Bestwood, Bramcote and Bulwell (consultation on the Dales & Mapperley area proposals will be undertaken in the New Year). The consultation included a number of roads in Nuthall as part of the Bulwell area scheme; roads in Arnold as part of the Bestwood area scheme; and three roads in Bramcote as part of the Bramcote scheme (as shown in the maps included as appendices A, B and C). The proposed area-wide 20mph speed limits will consist of only signing with no other engineering measures and will be funded wholly, including the proposed sections within the county, by the City Council primarily from its Local Sustainable Transport Fund allocation.

Consultation

Nuthall

5. Formal consultation and public advertisement of the proposals was undertaken between 21 May 2013 and 26 June 2013 and included consultation with 162 affected households in the county. One county resident objected to the proposals. The local County Council Member and parish council also objected to the scheme and their comments as well as responses to each comment are detailed in the table below.

Comment	Response
The County Council does not have a policy to introduce mandatory 20mph speed limits and therefore Nottingham City Council is trying to influence and introduce its own policies in the county (that are contrary to existing Council policies)	Introducing 20mph speed limits is not contrary to existing strategies will help deliver a number of County Council objectives as they will have a minimal impact on overall journey times but will help deliver improved road safety and air quality; encourage more cycling and walking trips, especially for shorter journeys; as well as reduce traffic noise
It is a City Council anti-car policy	The scheme is not considered to be anti-car and the local distributor roads will not be included in it. The scheme aims to promote more responsible driver behaviour
The scheme is a waste of money	The schemes will be introduced at no cost to the County Council and will be funded wholly by Nottingham City Council through the Local Sustainable Transport Fund
Travelling much above 20mph is already unlikely due to the existing road layout	Research shows that sign only 20mph schemes are more effective where the speeds are already at or below 24mph. The existing road layout and resultant slower vehicle speeds highlighted in the objections therefore support the likely effectiveness of the scheme
The police will not enforce the speed limit	The police support the scheme and the County and City Councils are currently working with the police to develop appropriate strategies for enforcement of 20mph speed limits

Bestwood

6. Formal consultation and public advertisement of the proposals was undertaken between 10 June 2013 and 15 July 2013 and included consultation with 1,359 affected households in the county. Eight county residents objected to the scheme and their comments, as well as responses to each comment are summarised in the table below.

Comment	Response
Inconvenience to drivers and increased journey	The scheme has been designed to minimise inconvenience to drivers. The local distributor roads

times	will retain 30mph speed limits, and these roads will be used for the majority of each journey (unless people are generally making short journeys by car which could be made on foot or by bicycle).
The scheme will be ineffective if it is not enforced by engineering measures or cameras	The police support the scheme and the County and City Councils are currently working with the police to develop appropriate strategies for enforcement of 20mph speed limits
It will lead to increased vehicle emissions; and it will lead to increased fuel costs, especially for businesses who will pass these costs on to customers	20mph schemes do not necessarily increase fuel costs or emissions and DfT guidance states 'Generally, driving more slowly at a steady pace saves fuel and carbon dioxide emissions, unless an unnecessarily low gear is used'. Research highlights that driver style (e.g. smooth or aggressive driving) has the largest effect on emissions rather than driving at a constant lower speed in uninterrupted traffic conditions. The implementation of 20mph speed limits also result in providing further environmental benefits by reducing the number of vehicles and congestion on the roads through decreased levels of traffic and increases in walking and cycling
Lack of evidence to support the scheme's objectives	There is a substantial amount of research and evidence to support the benefits of 20mph schemes, including the strong links between vehicle speed and the number and severity of accidents (reductions in speed leads to fewer, less serious accidents); and the resultant congestion and environmental benefits from increases in walking and cycling
The scheme should not be in force for 24 hours every day but targeted at times when there are large numbers of vulnerable road users	Time limited 20mph speed limits are effective where there is an obvious peak in activity, e.g. outside schools at school start and finish times. This is not the case in area wide speed limits where people may be using the roads throughout the day and night. Applying the 20mph speed limits throughout the day also delivers a consistent message to drivers

7. Several residents (and the local County Council member) also expressed concern about the inclusion of some of the proposed roads due to the fact that they are local distributor roads. Consequently a number of roads have now been excluded from the scheme. Whilst some of these roads were requested by county residents it is worth noting that no County managed roads were individually requested for exclusion. The roads excluded from the scheme following the consultation are:
- Bestwood Park Drive
 - Bestwood Park Drive West (not including the existing variable 20mph speed limit for Rise Park School)

- Edwards Lane (from its junction with Valley Road to its junction with Chippenham Road)
 - Queens Bower Road (from the City/County boundary to Bestwood Park Drive)
 - Ridgeway (from its junction with Bestwood Park Drive to the beginning of the existing 20mph speed limit for Southglade School - 100m NE of Bradwell Drive)
 - Ridgeway (from its junction with Flaxton Way to its junction with Top Valley Way)
 - Top Valley Drive (from its junction with Bowlwell Avenue – Bestwood Park Drive West)
 - Top Valley Drive (from its junction with Top Valley Way to the Central Refuge south of Syke Road)
 - Top Valley Way.
8. It was also requested by a smaller number of residents that Park View Road, Chippenham Road and Beckhampton Road be excluded from the scheme (again these are all City managed roads). These roads were not, however, excluded because they are either residential in nature, have school accesses, or are main routes to a local school (and in the case of Beckhampton and Park View Road they already have traffic calming features on them).

Bramcote

9. Formal consultation and public advertisement of the proposals was undertaken between 1 October 2013 and 30 October 2013 and included consultation with 62 affected households in the county. The County Council member and two affected county residents commented on the scheme and their comments, as well as responses to each comment, are summarised in the table below.

Comment	Response
The scheme should be extended to the county so that there is a consistent speed limit	The Bramcote section of the Wollaton area 20mph speed limit scheme was brought forward as it is being funded by developer contribution s106 moneys secured by the City Council (not LSTF funding). The scheme has therefore been shaped by the s106 agreement and available funding and the works need to be completed by a certain date (the Orders need to be sealed by mid-December). The City are therefore unable to delay the progress of their proposed scheme in Bramcote to undertake further consultation with county residents. Extending this scheme into the county would be a priority if the County Council determines to deliver area-wide 20mph speed limits
Speed cameras should be installed to enforce the reduced speed limit	Speed cameras can only be installed where there is a significant number of recorded accidents involving killed or seriously injured casualties. Fortunately there isn't a history of such accidents at these locations. The police support the scheme and the County and City Councils are currently working with the police to develop appropriate strategies for

	enforcement of 20mph speed limits
Retain the 30mph limit on Wollaton Vale and Bramcote Lane (except in the shopping areas)	The 30mph speed limit has been retained on Wollaton Vale but not Bramcote Lane due to the proposed extent of the reduced speed limit primarily comprising the shopping area

Reason/s for Recommendation/s

10. There is substantial evidence on the benefits of 20mph speed limits both in terms of reduced numbers and severity of casualties, as well as wider benefits such as increased levels of walking and cycling. The introduction of 20mph speed limits supports the proposed Strategic Plan aims relating to 'supporting safe and thriving communities', 'protecting the environment' and 'promoting health'; as well as many of the Local Transport Plan objectives. Excluding the county roads would also lead to confusing speed limit changes for road users. It is therefore considered that the small number of objections received by a minority of residents that could not be accommodated within the revised extents of the scheme should be overruled.

Statutory and Policy Implications

11. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

RECOMMENDATIONS

12. It is recommended that Committee:
- approve the proposed implementation of 20mph speed limits on selected county in the Nuthall area as shown in appendix A.
 - approve the proposed implementation of 20mph speed limits on selected county in the Arnold area as shown in appendix B.
 - approve the proposed implementation of 20mph speed limits on selected county in the Bramcote area as shown in appendix C.

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For any enquiries about this report please contact:
 Sean Parks – Local Transport Plan manager

Constitutional Comments (SHB.04.11.13)

17. Committee have power to decide the Recommendation.

Financial Comments (TMR 07/11/2013)

18. There are no financial implications for the County Council as a result of this report.

Background Papers

Nottingham City Council consultation letters and plans
Nottingham City Council consultation summary table
Department for Transport Circular 01/2013 Setting Local Speed Limits

Electoral Division(s) and Member(s) Affected

All