



**11 December 2014**

**Agenda Item: 6**

## **REPORT OF SERVICE DIRECTOR, HIGHWAYS**

### **NOTTINGHAM CITY 20MPH SPEED LIMIT – MAPPERLEY & DALES AREA**

#### **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 mandatory 20mph speed limits on 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. The City Council was given approval to undertake consultation with the affected county residents to determine their support for the area speed limit proposals at the 21 March 2013 Transport & Highways Committee. Following consultation on the introduction of the City's Bestwood, Bramcote and Bulwell area-wide schemes, approval to implement 20mph speed limits on selected county roads in Arnold, Bramcote and Nuthall was granted at the 28 November 2013 Transport & Highways Committee.
4. Formal consultation has now been undertaken by the City Council on the implementation of the 20mph speed limit scheme in the Dales & Mapperley area, including consultation with residents on a number of roads in the Carlton West area. The proposed area-wide 20mph speed limit 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 from its Local Sustainable Transport Fund allocation.

#### **Consultation**

5. Formal consultation and public advertisement of the proposals was undertaken between 29 September 2014 and 5 November 2014 and included consultation with an estimated 3,500

affected households in the county. The consultation was split into two areas – one covering the Mapperley & St Ann’s area (shown on Plan 1) and one covering the Dales area (shown on Plan 2).

6. No county residents in the Mapperley & St Ann’s area objected to the proposals. Several county residents in the Dales area (28 of approximately 3,000 residents) expressed concern about the inclusion of some of the proposed roads particularly due to the fact that they are local distributor roads. Following consideration of the comments received a number of roads have now been excluded from the proposed scheme, particularly distributor roads except where such roads are adjacent to schools, and on roads where reducing the speed limit would be inconsistent with others in the area (therefore to minimise confusion to road users). The roads in the county included in the scheme following the consultation are shown on Plans 1 and 2.
7. A number of stakeholders were also consulted on the proposed scheme, including the local County Council members and bus operators. The members for Carlton West did not object to the scheme, and Nottingham City Transport requested that a 30mph speed limit is retained on Oakdale Road and Cardale Road.
8. A summary of the comments received by county residents and responses to the comments is shown in the table below.

<b>Comment</b>	<b>Response</b>
Restrictions should be limited to residential side streets, and outside schools or shops	The proposed scheme has been amended to remove roads that are considered distributor routes unless there is a school located on the distributor road
Inconvenience to drivers and increased journey times	The scheme has been designed to minimise inconvenience to drivers. The local distributor roads 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).
It will lead to increased vehicle emissions; and it will lead to increased fuel costs	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	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
The money would be better spent elsewhere	The scheme 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
Speed cameras should be installed to enforce the existing 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
Speed humps are already an inconvenience and are not popular	The scheme will consist of only 20mph speed limit roundel signs with no additional engineering measures
It is a City Council anti-motorist 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 and encourage more walking and cycling through providing a safer environment
20mph speed limits are less conducive to safe driving	There is a substantial amount of research and evidence to support the road safety 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)
Nearly all of the roads are being driven at 20mph	Research shows that sign only 20mph schemes are more effective where the speeds are already at or below 24mph. The existing slower vehicle speeds highlighted in the objections therefore support the likely effectiveness of the scheme
The 20mph speed limit will do nothing to stop people who already exceed the 30mph 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

### Reason/s for Recommendation/s

- 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**

10. 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**

11. It is recommended that Committee:  
a. approve the proposed implementation of a 20mph speed limit on selected county roads in the Mapperley & Dales area as shown on Plans 1 and 2.

**Andrew Warrington**  
**Service Director Highways**

**For any enquiries about this report please contact:**

Sean Parks – Local Transport Plan manager

### **Constitutional Comments (SJE – 19/11/2014)**

12. This decision falls within the Terms of Reference of the Transport & Highways Committee to whom responsibility for the exercise of the Authority's functions relating to traffic management has been delegated.

### **Financial Comments (GB – 02/12/2014)**

13. There are no direct financial implications arising from 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  
Nottinghamshire Local Transport Plan 2011/12-2025/26

### **Electoral Division(s) and Member(s) Affected**

Carlton West