

20 mph Phase 1 – Briefing Note

Why do it?

There are three key benefits to reducing speeds on Bristol's roads:

Health - reducing traffic speeds will encourage more people to walk and cycle and increase mobility for children and older people.

Safety - reducing traffic speeds to 20 mph will reduce the rates and severity of injuries.

Community - streets with lower traffic speeds have higher levels of sociability and greater social cohesion.

Bristol

Bristol introduced two pilot schemes in 2010. The Inner South pilot in May and the Inner East pilot in Oct. The monitoring report shows an increase in walking and cycling and that 89% of residents support 20mph on all residential streets.

In March 2011 the Joint Local Transport Plan set out the policy commitment to progress 20 mph citywide. In July 2012 the 20mph rollout citywide was agreed at cabinet and has subsequently been supported by the mayor.

Project

The cabinet report set out the proposal where 90% of all adopted roads in Bristol will have a default speed of 20 mph (these are unclassified roads and those classified as C roads). All other adopted 'A' and 'B' roads would need to have a case made for them to retain the 30 mph speed limit.

The only roads that are exempt from the project are 40 and 50 mph roads and dual carriageways. It will be a sign only scheme with no physical measures. It was agreed to introduce this in 6 phases starting with central Bristol continuing until 2015.

Engagement process

The public engagement process aimed to find out how people feel about the scheme, which roads they felt should be exempt and why and to raise awareness of the project.

A survey and public conversation was undertaken before beginning any phase specific public engagement. This information has been used to help form the social marketing material that will be used to raise awareness of the project, educate people and help achieve compliance.

Within the Phase 1 area, a presentation was given at each neighbourhood forum meeting followed by discussions at the topic tables. The response from each forum was supportive with a few questions relating to timescales, level of signage, enforcement, environment and social marketing techniques.

There were also several public displays held in local libraries and shopping centres to find out views from local people and gave people the chance to list any roads they wanted to exempt and why.

Other meetings have also been held with the police, public transport operators, businesses, taxis operators, Road Haulage Association, Institute of Advanced Motorists, NHS, Sustrans and Roadpeace to discuss Phase 1. The overall feeling was supportive of Phase 1, as this will join up the two pilot areas and help promote slower speeds where there a high levels of all roads users.

Decision Process

From the engagement process the roads where people thought the speed should retain 30 mph have been assessed against the design principles. Other policies that have been taken into account include the Road Hierarchy and Public Realm and Movement Framework policies. Speed surveys were also undertaken on all the roads listed and the results were assessed with the police. It was agreed that if a main road was to be included, it would be suitable for the lower speed.

Proposal

A proposal for Phase 1 based on the engagement process, design principles, speed surveys and discussions with police has been produced. The current proposal shows only four roads excluded. These are: Hotwells Road, Clanage Road, part of Anchor Road and Cumberland Road. The boundary roads are also excluded from Phase 1.

These roads have been excluded as they have higher average speeds and it was felt that it would be better to try to enforce the 30 mph than to try to reduce to 20 mph. There is one section of Hotwells Road which is three lanes wide in one direction. It is linked to the Cumberland Basin which has 40 mph speeds and it is often a challenge to achieve the 30 mph. Part of Anchor Road, Cumberland Road and Clanage Road have also been excluded. All other roads have been included.

The next step for the proposal is the Traffic Regulation Order. As part of this process, there will be a formal consultation process likely to be in May where people can voice their opinions. Implementation is planned for Sept 2013.

Phase 1 – Forum feedback

Bishopston, Cotham, Redland Neighbourhood Partnership –

NP 6 Priorities:

- Inappropriate speeds on residential streets BRC
- Speedwatch programme has been introduced to enable residents to help reduce speeding in identified areas

Redland Forum - Wed 5th Dec 2012

A short presentation was given on the 20 mph project and focused on Phase 1. The overall response from the forum was positive with most people in favour of the scheme. There were a few questions asked mainly about which roads would be included and what effect driving at slower speeds would have on pollution. It was explained that all roads were being considered except 40 and 50 mph and dual carriageways and that there was a negligible effect on pollution.

The forum then broke up into topic tables where people could come and talk about the issues and look at the leaflets and the map for Phase 1. The comments left were all supportive of the scheme and most wanted all roads to be included. Enforcement was raised and it was explained that there will be more funding given to the Community Speedwatch programme and that talks were ongoing with the police discussing a dedicated mobile speed camera for Bristol. It was also explained that with a citywide speed limit people will know that Bristol is a 20 mph city and will in time begin to reduce their speeds. Someone wanted to ensure bus routes were not affected. It was explained that buses will have to comply with the new speed limit, but that on the main roads in Phase 1 the average speeds were low 20s showing little or no difference to the current bus speeds. Buses are more likely to be held up with passengers boarding and alighting.

Cotham Forum – Thurs 6th Dec 2012

A short presentation was given on the 20 mph project. The majority supported the proposal and even a few were in disagreement at the idea of some roads being left at 30 mph.

The forum went into topic groups where a few issues were raised:

- some were unaware of the project and suggested local radio could be the best way to inform drivers as listeners are often in their cars.
- concern about the level of signage
- a question was raised about the decision process, wanting to know if the number of people requesting an exemption would give weight to the request. It was explained that it is not a referendum approach and that each road would be assessed against the design principles and a proposal would be put forward as part of the Traffic Regulation Order for formal consultation.

-Cllr Harrison suggested that children should be involved in drawing up signs near schools.

Bishopston Forum – Tues 11th Dec 2012

A short presentation was given on the 20 mph project. A few questions raised included the timescale for the rollout, the need to do more marketing to change attitudes and levels of enforcement. The overall response was positive and most of the people wanted all roads in the area to be included.

The topic table responses were similarly to the above and thought the project would make the roads safer. The need for education is required as the car currently dominates and enforcement will be needed to get compliance on some of the larger roads.