

BRISTOL CITY COUNCIL

Downs Committee

9th September 2013

Report of: Alistair Cox, Service Manager, City Transport

Title: Reduction of traffic speed from 30 mph to 20 mph on the roads surrounding the Downs. Report following consultation with Neighbourhood Forums and Partnerships

Ward: Clifton, Stoke Bishop, Henleaze

Officer Presenting Report: Helen Wigginton, Project Leader: 20mph Citywide Rollout, City Transport

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RECOMMENDATION

That the Committee consider the proposal to reduce the speed limit of the roads surrounding and across the Downs from 30 mph to 20 mph, taking into account the results of the consultation with Neighbourhood Forums and Partnerships.

Summary

The roads that surround the Downs are within the Inner North area (Phase 3) 20 mph citywide rollout. The approved Cabinet Report dated 26th July 2012 proposed that for approximately 90% of all adopted roads in Bristol the default should 20mph – these are unclassified roads and those classified ‘C’ roads – all other adopted ‘A’ and ‘B’ roads would need to have a case made for them to retain a mandatory speed limit above 20 mph.

The significant issues in the report are:

Engagement with neighbourhoods will be central to the design of the schemes and will inform any decisions about which roads should remain with higher speed limits. It is important that consistency is maintained across the city regarding the types of streets that are included as 20 mph as this is a significant factor in promoting compliance and effective operation.

Policy

1. The adopted Joint Local Transport Plan sets out Bristol City Council's Transport Strategy. As stated in the plan, 20mph limits will be rolled out to cover all the Bristol City Council administrative area.

Consultation

2. Internal

City Design Team
Traffic & Highways
Parks & Estates Team
Corporate Finance
Legal Services

3. External

Neighbourhood Partnership and Forum groups
Police, Fire and Ambulance services
First and Wessex bus companies
Business community
Taxis and Fleet vehicle companies
Community and voluntary groups
Sustrans

Context

- 4.1 The unclassified and 'C' roads subject to the 20 mph citywide rollout programme that surround and cross the Downs and are part of the Inner North area are: Circular Road, Rockleaze, Downleaze, Saville Road, Stoke Road, Ladies Miles and Centre Road. The 'A' and 'B' roads that border the Downs that are also affected by the 20 mph rollout include: A4176 Clifton Down / Bridge Valley Road / Upper Belgrave Road and the first section of the A4081 Westbury Road (see attached map – Appendix 1). All of these roads are to be considered to be 20 mph unless a case is made for them to retain a mandatory speed limit above 20 mph.
- 4.2 Consultation has been carried out with Neighbourhood Forums, Partnerships and local residents including displays at local libraries. Whilst a range of opinions have been expressed, a broad consensus has emerged. Residents have been generally supportive of 20 mph limits on residential roads and in areas used for shopping or recreation. However, it was felt that major roads through the area should retain their current 30 mph speed limits. The roads nominated for exemption include, in the area of the Downs:

A4018 Westbury Road
A4176 Upper Belgrave Road/Clifton Down
B4054 Parry's Lane

Opinions, however, were divided on the whether Stoke Lane and Ladies Mile should retain a 30 mph limit. Circular Road, Rockleaze, Downleaze and Saville Road were considered by the majority to be appropriate for a 20 mph speed limit.

Stoke Lane and Ladies Mile would meet the criteria for a 20 mph speed limit within the July 2012 Cabinet Report. They are roads with a significant presence of vulnerable road users. However, the layout of these roads would require some additional treatment to achieve compliance with a 20 mph speed limit.

4.3 Traffic Authorities have a duty under section 85 of the Road Traffic Regulations Act 1984 to erect prescribed speed limit signs on roads in accordance with the Secretary of States directions, i.e. in accordance with the Traffic Signs Regulations and General Directions, 2002 (TSRGD). To avoid the risk of failed prosecutions, it is of the greatest importance that speed limits be signed lawfully. It is equally important that speed limits be signed clearly so that drivers are not in any doubt about the prevailing speed limit.

4.4 The construction stage for the Inner North area (Phase 3) of the citywide 20mph rollout programme is proposed to begin in February 2014, lasting two months.

Proposal

5. To consider changing the speed limits to 20 mph on the unclassified roads and the classified 'A', 'B' and 'C' roads that surround and cross the Downs as part of the Inner North area 20 mph rollout scheme. This would involve the installation of repeater signs or roundels every 200m on each road. The repeater signs would use existing street furniture or erected signposts and would be 300mm diameter and the signposts would be 2.5 metres in height. Where a road is excluded from the scheme and retaining the 30 mph speed limit a terminal sign would be required. The signposts for these are 3 metres in height and signs are 600mm diameter. These posts would have to be located on either side of a road with back to back 20 and 30 speed limit terminal signs. Any terminal signs on 'A' roads must be lit and any roads with multiple traffic lanes would have 750mm diameter terminal signs.

Other Options Considered

6. The approved Cabinet Report states that for approximately 90% of all adopted roads in Bristol the default should be 20 mph which includes unclassified roads and those classified 'C' roads. All other adopted 'A' and 'B' roads would need to have a case made for them to retain a mandatory speed limit above 20 mph. There are therefore, different options open to the committee to consider. The final recommendation will be considered as part of the wider consultation process with Neighbourhood Partnerships and Forum groups and local residents.

Risk Assessment

7. In order that the proposal put forward for the Inner North area is consistent with citywide approach, the reasons for excluding any roads will need to be in accordance with the design principles as stated in the Cabinet Report. Other factors that are also considered are local opinion, road layout and characteristics, traffic speeds, collision data and feedback from the police and other statutory consultees.

Public Sector Equality Duties

- 8a) Before making a decision, section 149 Equality Act 2010 requires that each decision-maker considers the need to promote equality for persons with the following "protected characteristics": age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation. Each decision-maker must, therefore, have due regard to the need to:
 - i) Eliminate discrimination, harassment, victimisation and any other conduct prohibited under the Equality Act 2010.
 - ii) Advance equality of opportunity between persons who share a relevant protected characteristic and those who do not share it. This involves having due regard, in particular, to the need to --
 - remove or minimise disadvantage suffered by persons who share a relevant protected characteristic;
 - take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of people who do not share it (in relation to disabled people, this includes, in particular, steps to take account of disabled persons' disabilities);
 - encourage persons who share a protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

- iii) Foster good relations between persons who share a relevant protected characteristic and those who do not share it. This involves having due regard, in particular, to the need to –
 - tackle prejudice; and
 - promote understanding.

- 8b) There is a positive impact for equalities groups arising from the delivery of the 20 mph citywide project. The project will have a positive outcome for accessibility of roads and footways and should assist drivers to be more observant and actively protect walkers. Specifically regarding the signing issues set out in this report these requirements have been considered and it is not anticipated that installation of speed limit signposts will adversely impact upon any of the protected equalities groups.

Legal and Resource Implications

Legal

The legal implications are covered elsewhere in this report - in particular, paragraph 4.2.

(Legal advice provided by Peter Malarby, Solicitor, Legal Services)

Financial

(a) Revenue

Following their construction and formal adoption by the council as the local highway authority, any future maintenance costs associated with the signposts would be funded from the Highways annual maintenance budget. Therefore, there will be no revenue implications for the Downs Committee.

(b) Capital

The material and construction costs of the signposts will be funded from the capital budget of the 20mph Speed Limit Area Citywide Rollout Programme. Therefore, there will be no capital implications for the Downs Committee.

(Financial advice provided by Tony Whitlock, Accountant, Corporate Finance)

Land

Not Applicable

Personnel

Not Applicable

Appendices:

Appendix 1 – Map of Inner North area

LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

Background Papers:

None

THE DOWNS AREA COLLISION LOCATIONS



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