

20mph Roll Out

Progress Update

January 2013

Background

1. As part of the Cycling City project two pilots for 'signs only' 20 mph took place in Inner south and Inner East Bristol commencing in May and October 2010 and covering 500 roads and 30,000 households. The aim was to improve road safety and encourage more walking, more cycling and more independent mobility for children and elderly people. A comprehensive report of the evaluation of the pilots is available on the City Council website:

http://www.bristol.gov.uk/sites/default/files/documents/transport_and_streets/managing_roads_and_traffic_schemes/20mphMonitoringReport6_3_12.pdf

2. The overall finding was that signs only 20 mph plus a modest communications campaign resulted in a small but important reduction in daytime vehicle speeds, an increase in walking and cycling counts especially at weekends, a strengthening of public support for 20 mph and maintenance of bus journey times and reliability.

3. In the evaluation 89% of residents surveyed in pilot areas supported 20 mph on all residential streets and 56% supported 20 mph on 'main' roads. This is consistent with British Crime Survey data showing that speeding traffic is the issue that tops the general public's list of antisocial behaviour (Poulter and McKenna 2007).

4. A key issue identified in the pilots was the need to distinguish between 'main' roads that have shops, schools, leisure facilities and high levels of pedestrian activity and where calm speeds will have a major positive impact for safety and community, versus 'main' roads that have no such facilities and that function predominantly as arterial routes. In these latter routes there can be a case for maintaining 30mph.

5. A Citizens Panel consultation in February 2011 asked about streets, speed limits and safety. The Citizens Panel is made up of 2,000 people resident in Bristol and selected to give a good cross section that represents the make up of the public at large. The views of Citizens Panel members were more in support than against 20mph limits with 20% saying they disagreed with lowering speed limits, and 80% saying they supported it or were neutral. The full report is available here:

http://www.bristol.gov.uk/sites/default/files/documents/council_and_democracy/consultations/citizen_panels/citizen_panel_reports/CP%20report%20-%20Your%20Street%20-%20Spring%202011.pdf

City Wide Roll Out

6. The Joint Local Transport Plan approved by Bristol City Council on 18 March 2011 sets the policy commitment to progress 20mph citywide. In July 2012 Bristol City Council's former cabinet agreed a report that recommended introduction of 20mph limits throughout the City with the exception of 40 or 50mph roads and dual carriageways. This gave approval to proceed with consultation and rollout citywide.

The report can be read at: https://www.bristol.gov.uk/committee/2012/ua/ua000/0726_7.pdf

Consultation

7. A public consultation for the first phase (Phase 1) was conducted from 10 September to 28 October 2012. This was promoted by:

- Press and media work – Points West and Radio Bristol coverage
- An article in the ASK Bristol and “Our City” e-newsletters – over 7,000 subscribers
- Extensive promotion on the council’s website and the ASK Bristol website
- Our City web article
- Posters in libraries, shops and exhibition locations (phase 1 area)
- A series of roadshow events in libraries and shopping centres in the phase 1 area
- Leaflet distribution (phase 1 area)
- Neighbourhood Partnership liaison work in phase 1 area

The consultation comprised the following elements:

- Online survey
- Paper survey
- Online public conversation on the ASK Bristol website
- Exhibitions – 6 exhibitions in libraries and shopping centres in phase 1 area
- Meetings with stakeholder groups
- Trader surveys
- Local neighbourhood forum meetings

8. The aim of the consultation was to give residents an opportunity to:

- say if they agreed with the introduction of 20 mph in their neighbourhood
- comment on the proposals for 20 mph to be introduced citywide (excluding roads with a 40 and 50 mph speed limit or dual carriageways)
- state their reasons if they oppose the introduction of 20 mph in their neighbourhood
- state the name of roads in their neighbourhood and reasons why a 20 mph speed limit **shouldn’t apply**. They could also state roads out of scope of this proposal to be included for new speed restraint measures.

9. Over 200 people attended the exhibitions, with 90 feedback forms completed. The online consultation form was completed by 2,291 people, the paper survey by 24, and there were 346 public comments made on the ASK Bristol conversation with 3,843 page views. A full analysis of the online survey results can be found in Appendix A.

10. The respondents are not a representative sample of Bristol residents, so their comments cannot tell us about the views of the general public as a whole. Some 64% of the respondents live outside of the areas in the initial phase of the rollout. Nevertheless, the comments received and issues raised are important for influencing the selection of roads and the way that 20mph is rolled out, publicised and enforced so that best outcomes are achieved.

11. Respondents expressed a wide variety of views. These ranged from strong support to strong opposition, with a majority of those responding opposing the proposals. There were over twice as many male respondents as female. Male respondents were more likely to be opposed to 20mph and female

respondents were more likely to be in favour. Residents of the Phase 1 area were much more likely to be in favour of the proposals (47%) than those living outside the area (37%).

Summary of views

12. The main reasons put forward by those who opposed the project were that they were concerned about blanket application and that they feel that 20mph is unnecessary. Many were sympathetic to 20mph around schools and built up areas but were concerned about slower speeds on arterial routes. Many were also skeptical about how 20mph would be enforced and called for better enforcement of 30mph.

13. The table below shows a summary of the main concerns raised through the consultation process and outlines how the council has and will continue to respond and act on the issues raised:

You said	We listened and will
<p><u>'A' and 'B' Roads</u> Some were concerned with a blanket application including 'main/ arterial / through' routes.</p>	<p><u>'A' and 'B' Roads</u></p> <ul style="list-style-type: none"> - Over 60% of pedestrian and cycle collisions occur on 'A' and 'B' roads where the levels of all road users are the highest. - Some of these roads can be relatively wide and straight, but they are residential streets that form routes to school, work and other facilities. - We will continue to consult with local people to distinguish between 'A' and 'B' roads with shops, school, leisure facilities and high levels of pedestrian and cycle activity compared with 'A' and 'B' roads that have no such facilities and function predominantly as arterial routes at a neighbourhood level.
<p><u>Enforcement</u> It has been said that no one will enforce the new speed limit.</p>	<p><u>Enforcement</u></p> <ul style="list-style-type: none"> - No additional resources are being asked of the police to enforce 20 mph. - We will continue to consult with the police to develop an array of enforcement options such as community speedwatch and operate a joint publicity campaign aimed at educating people.
<p><u>Emissions</u> Some people think travelling at 20 mph will mean their emission levels will increase.</p>	<p><u>Emissions</u></p> <ul style="list-style-type: none"> - Studies have been carried out in Europe to show that there is a negligible effect on emission levels. As the pilots have shown, there is also a slight modal shift to more sustainable modes of transport which will reduce emission levels. - We will monitor levels of people travelling in different modes of transport and look at the impact on air quality and noise of these types of schemes.
<p><u>Journey Times</u> Some people think that their journey will take longer and cause congestion.</p>	<p><u>Journey Times</u></p> <ul style="list-style-type: none"> - We have carried out journey time surveys to see the effect of travelling at 20 mph along the main roads in Phase 1. There are no differences in the peak periods and only approximately a 30 second difference in off peak periods. - In fact, travelling at slightly slower speeds has been shown to increase journey time reliability as there is less stopping and starting and traffic flows better helping to reduce congestion. - We will continue to monitor journey times on the main roads once the scheme is implemented.

<p><u>Safety</u> Some people have said the public will be lulled into a false sense of safety and that there will be more accidents as people will be looking at their speedometers instead of the road.</p>	<p><u>Safety</u> - The aim of the project is to reduce the severity of collisions. You have a 97% chance of survival if you got hit by a vehicle travelling at 20 mph. - We will continue to monitor levels and severity of collisions for all road users and will continue to educate all road users how to safely travel around the city.</p>
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14. The main reasons put forward by those who supported 20mph were:

- reduced speed will increase safety,
- it will get more people walking and cycling,
- it will improve the environment,
- reduced noise levels
- positive impact on health issues
- safer communities for all road users (particularly vulnerable road users)

all with negligible impact on journey times. Many called for the council to get on with it and that Bristol could lead the way.

15. Respondents also nominated roads they felt should retain a 30 mph speed limit. These roads were reviewed by the project team against the design criteria included in the cabinet report. This review informed the selection of roads to be included in the final proposals for Phase 1.

Package of Measures

16. The 20 mph rollout citywide project is not a stand alone project and forms part of a package of measures being funded by the Local Sustainable Transport Fund to help improve travel in and around Bristol. The other projects that are being implemented which support the implementation of the reduced speed limit include:

- improvements in the cycle infrastructure
- adult and child cycle training
- Travel West website
- Child pedestrian training
- schools projects
- employer travel plans
- business engagement
- community active travel officers
- community grants.

Future Actions

17. The proposals for Phase 1 of the roll out will now move to a formal consultation stage as part of the Traffic Regulation Order process. This stage is likely to take place in April 2013 and will be available to view on the Consultation Finder page of the Council's website.

18. Ongoing discussions will continue with police, bus & taxi companies, business community and other interested parties to explore any issues that may arise in relation to the roll out of 20 mph speed limits.

19. As we progress to the next phase of the project we will continue to consult with all the neighbourhood forums and local community groups and other interested parties as each phase needs to

be tailored to the needs of each neighbourhood area. It is imperative that the suitability of the roads is considered as each road will have different characteristics and functions that affect the volume and type of road users.

Appendix A

20 mph consultation report

Summary of findings

The response

- 2,315 responses were received – the vast majority online with 24 offline responses.
- This was an open public consultation – with people self selecting whether to participate. It is not statistically representative research

Strong feelings on both sides

- Response shows strength of public feeling on the issue both in support of 20 mph and disagreeing with it

Males over represented in response

- Male respondents (62%) almost doubled the number of female (33%) respondents to the survey.
- The 2011 census shows a 50/50 split of men and women in Bristol's population

Age of respondents

- The bulk of the response came from the 31 to 59 year old age group

Support / Opposition for proposals in respondents' neighbourhoods

- 55% of all respondents opposed the 20 mph proposals in their neighbourhoods
- But, a majority of female respondents (54%) supported introduction in their neighbourhoods
- 60% of respondents who said they were regular cyclists backed the proposals in their neighbourhoods
- 51% of disabled respondents were against the neighbourhood proposals
- 50% of regular public transport users backed the proposals

Why do respondents oppose them?

- Respondents rejecting the neighbourhood proposals were concerned at plans to impose 20 mph speed limits on what they describe as 'main / through / arterial' roads
- Opponents of the proposals found them unnecessary, were not convinced by the council's case and find the current 30 mph slow enough
- Many opponents of 20 mph are sympathetic to its targeted extension near schools and in built-up areas, but reject a 'blanket' application

Why do respondents support them?

- Supporters of 20 mph believe it will increase safety, cut the number and severity of accidents, get more people walking and cycling, create calmer streets, improve the environment and have a negligible impact on journey times
- They call for the council to 'get on with it' and enforce the proposed new speed limit

And citywide introduction?

- Like the majority of respondent's views on neighbourhood 20 mph, the most common comments about the citywide proposals for 20 mph were about:
 1. **Scope of 20 mph** – many have concerns about 20 mph for main / through / arterial routes
 2. **Enforcement** – scepticism 20 mph would be enforced and calls to enforce 30 mph and existing 20 mph zones. Supporters of 20 mph called

for vigorous enforcement of the new limit.

3. **Unnecessary** – an acceptance of the need for 20 mph around schools and in built-up areas, but a belief that 30 mph is sufficient. Some are unconvinced by council's claims for citywide 20mph.
4. **Supportive comments** – get on with it, about time, and similar comments were stated by respondents who strongly supported the measure

Methodology

A consultation approach was necessary which provided adequate opportunities to capture the opinions of residents online and offline.

The survey was designed to elicit suggestions and concerns about individual roads, and to ask for detail about concerns from respondents who disagreed with the proposals. There were no specific questions asking people to give comments if they supported the 20 mph proposals.

A well advertised process was also needed to increase awareness of the proposal and attract feedback.

Intensive promotional work was also done in the first area for implementation – (phase 1) to gain information to assist with tailoring the proposals in this area.

The profile of the consultation and the issue was further enhanced by coverage in the Evening Post and the 'this is Bristol' website.

Consultation elements

The consultation comprised the following elements:

- Online survey
- Paper survey
- Online public conversation on the ASK Bristol website
- Exhibitions – 6 exhibitions in libraries and shopping centres in phase 1 area

Response

The various consultation approaches received the following response:

Response channel	Response
Online survey	2,291
Paper survey	24
ASK Bristol online public conversation	3,843 page views / 346 public comments
Exhibitions	Approximately 240 attendees in phase 1 exhibitions

This consultation attracted a comparatively high level of public interest and reveals the interest in this issue on both sides of the argument. However, the response of 2,315 does need to be considered in the context of the city's population (428,234 people 2011 census). The ASK Bristol public conversation is the second highest since the website was started in 2009.

It is worth noting, we are reporting the views of the people who responded to the public consultation in this report from a self-selecting sample – it is not statistically representative research

Who responded

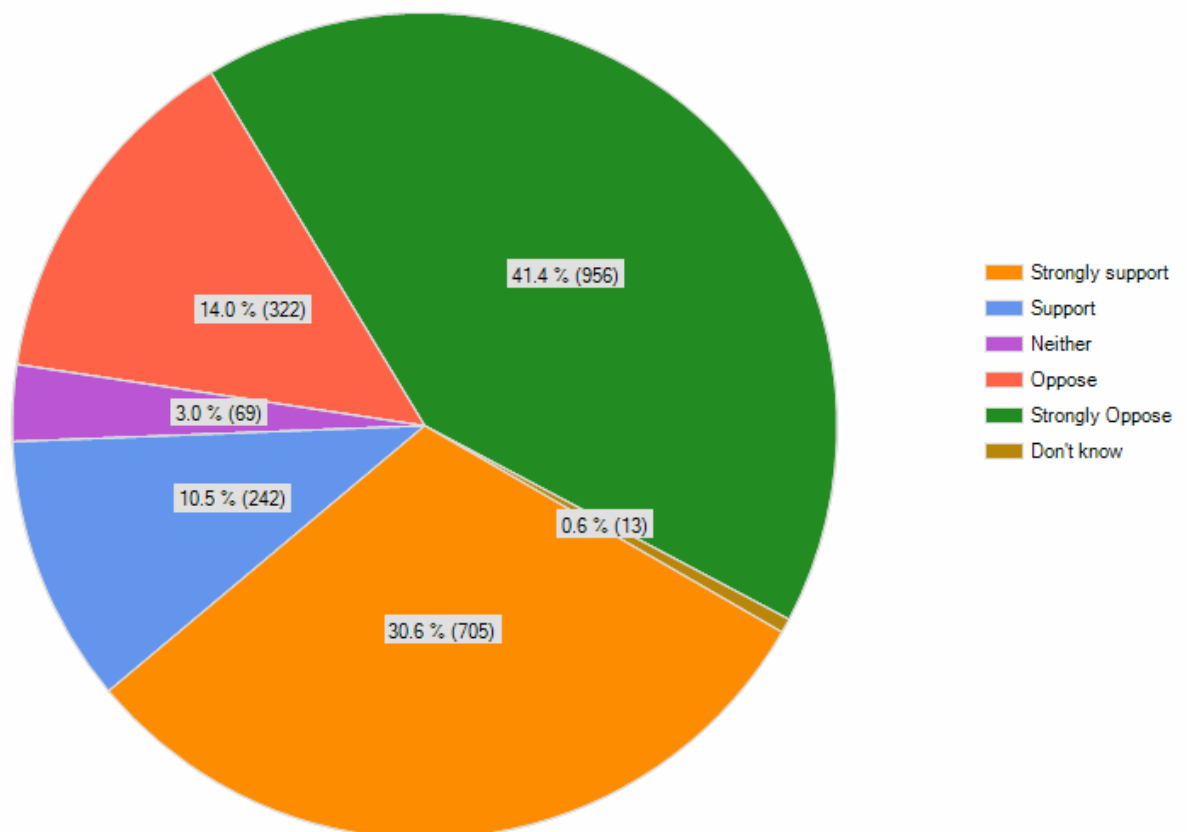
Summary

- The response received a far higher response from males (62%) than females (33%)
- 63% of the response came from 31 to 59 years age group
- 80% of the respondents identified themselves as White British
- 6% of respondents were disabled
- Pie charts for the responding groups can be seen in Appendix B

Support for a 20mph in your neighbourhood

Over half of respondents (55%) to the survey either strongly opposed or opposed the introduction of 20 mph in **their** neighbourhood. Nearly half (44%) support the introduction of 20 mph in their neighbourhood.

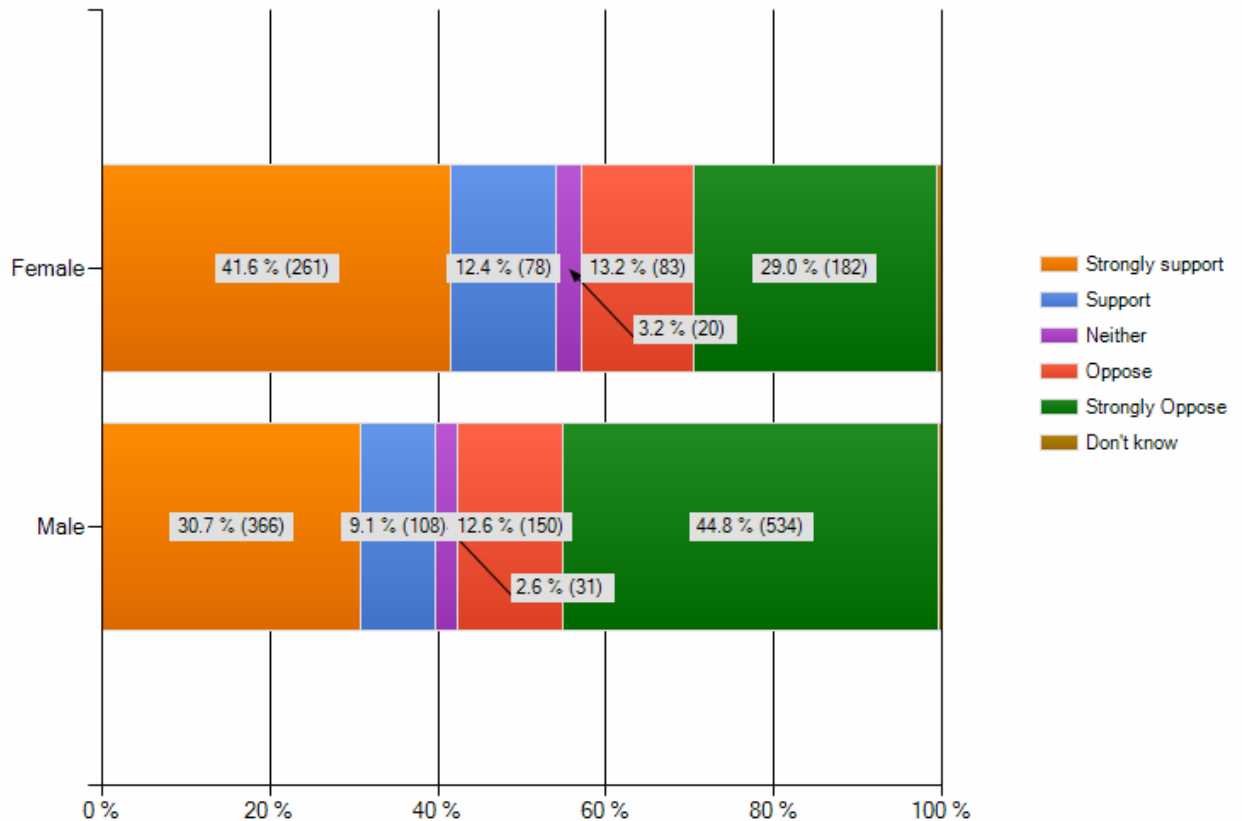
Do you support or oppose a 20mph speed limit on roads in your neighbourhood? (excluding roads which currently have a 40 or 50mph speed limit or dual carriageways)



However, when we look at the gender split a different picture is revealed. 57% of male respondents **oppose** neighbourhood 20mph whereas 54% of females **support**

neighbourhood 20 mph. However, males make up a far higher percentage of respondents to this survey (62%) than females at (33%).

Do you support or oppose a 20mph speed limit on roads in your neighbourhood? (excluding roads which currently have a 40 or 50mph speed limit or dual carriageways)



The view of the proposal from different transport users

The survey included a question which helped us to profile how respondents travel around the city. The following table shows their support / opposition to the **20 mph proposal in Bristol’s neighbourhoods (Q1)**. Regular user is somebody who uses the mode of transport at least once a week

	Support – strongly support + support %	Opposition – Strongly oppose + oppose %
Regular car user (1,824)	36%	60%
Regular cyclist and walker (1,920)	45%	52%
Regular public transport user (bus & train) (544)	50%	45%
Regular cyclist (815)	60%	37%

Excludes neither and don't know

The majority of regular car users and to a lesser extent regular cyclists and walkers were against the proposal, whilst the majority of regular cyclists and 50% of regular public transport users supported the proposal.

The view from different respondent groups

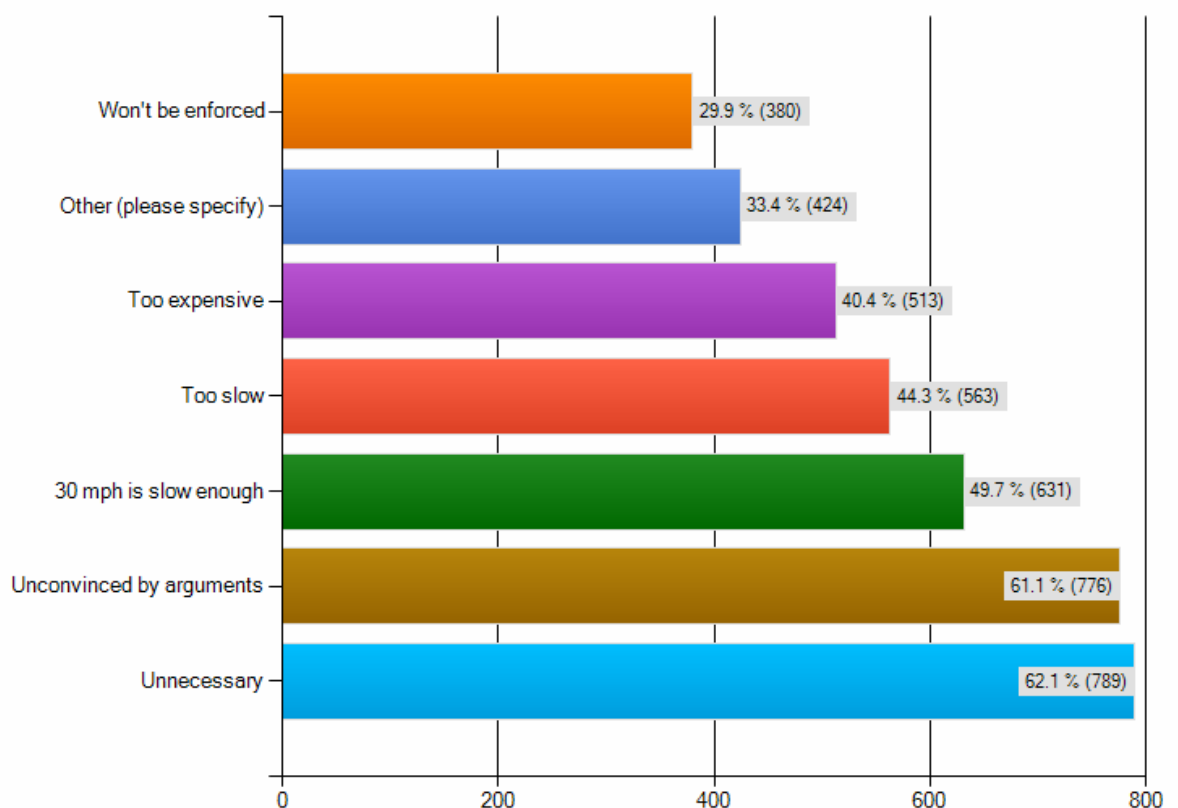
	Support – strongly support + support %	Opposition – Strongly oppose + oppose %
Male (1,193)	40%	57%
Female (628)	54%	42%
Under 30 years (250)	32%	66%
31 to 59 years (1,215)	47%	50%
60+ years (392)	45%	52%
Disabled (114)	38%	51%

Excludes neither and don't know

Reasons for opposing neighbourhood 20mph


The online survey was designed so a supplementary question was asked only of those people opposing neighbourhood 20 mph to gain insight into their reasons.

You've said you oppose the introduction of a 20mph speed limit - can you help us understand why? (Mark any that match your view)



The Consultation & Research Team read through all 424 other comments and categorised them.

The top 5 issues cited were: scope of 20 mph, pollution / fuel efficiency, enforcement, safety concerns and general rejection.
 We have selected some typical comments from each of these categories

Category	Respondents in their own words 
<p>Scope of 20 mph <i>Respondents typically felt it was too blanket or crude to apply it to all roads with a 30 mph speed limit. Respondents commonly felt main or through roads should not be subject to the new 20 mph limit.</i></p>	<p>"Roads in my neighbourhood" is ambiguous. I'd agree with making residential areas 20mph, but making the nearby A and B roads 20mph is a silly decision. It will only slow traffic down and make the transition to 40 and 50mph roads more jarring, and increase pollution and fuel costs for motorists (NB: I don't drive)</p>
<p>Pollution / fuel efficiency <i>Here respondents thought cars are not designed to drive at 20 mph and the slower speed limit will increase pollution. Studies were sometimes cited showing this to be the case in areas with 20 mph</i></p>	<p>"20mph is below the optimum efficiency for car engines, it's no safer on typical city roads as in normal traffic you don't get that fast for long and in the evenings it's causing unnecessary CO2 pollution."</p>
<p>Enforcement <i>Many respondents feel the existing 30 mph speed limit is not adequately enforced and this is likely to be the case with the proposed 20 mph speed limit. A common view is that the Police / Council should enforce 30 mph instead of introducing the lower speed limit.</i></p> <p>Safety concerns <i>A popular belief is that people will watch their speedometer to try to stay within the law and this would cause accidents. Also, respondents thought it would increase driver frustrations and manoeuvres.</i></p> <p>General rejection <i>This category captured some of the very strong anti-feelings about introducing 20 mph limits in the city</i></p>	<p>"We have a 20mph limit in our area and it is blatantly ignored by many cars, even going over 40mph" "Is just encouraging people to ignore all speed limits - and 30mph is important to enforce!"</p> <p>"The council has failed to demonstrate that traffic speed or the number of accidents has fallen significantly (if at all) in the test areas." "Drivers overtaking each other, tailgating, intimidation and road rage caused by some drivers observing the new limit and the rest not." "This is clearly an attack on the normal citizen who merely wants to drive in peace at a reasonable pace without ridiculous limits. Especially if this imposition is got away with today it'll be 15 next time and so on. Don't fix what is not broken, stop this vendetta against the citizen and their ability to</p>

travel without undue stress in their own vehicle”

Selected comments from other categories

“Can understand at specific times or in specific places such as schools. Cannot see the need at other times - I often travel along the 20mph on Whitehall Road and there is NOBODY around - so who is this aimed at?”

“I am a pedestrian, cyclist and motorist. I find driving in 20 mph limits incredibly tedious and the attention paid to the speedo distracts me from paying attention to the road and other road users. I drive at a safe speed for the conditions, which is often less than 30 mph in a 30 zone. Drivers should be allowed to judge for themselves when 20 is appropriate and when it is not. I am very concerned that the views of local residents will be given more weight than the many drivers from all over the city and the country who have an interest in keeping limits at 30 mph.”

“As a cyclist myself I don't want cars travelling at the same speed as me I want them to pass and get away. As a motorist it is too slow and uneconomic to drive at properly and will cause traffic jams especially on through routes which should at least be kept at 30mph. Also why was 25mph not considered for side roads being a 20% reduction and a more reasonable driving speed?”

“The reduction of speed to reduce accidents and promote a healthier life style is an assumption at a cost of £2.3M. People will still drive, the hope of them turning to other methods of transport that are healthier is pure speculation. There is a balance of risk in every aspect of day to day life. Risk should be reduced to what is reasonably practical, that is why we have a 30MPH limit. If the only way of reducing accidents is to lower speed then the limit should be a walking pace, or why not ban motorized vehicles all together? What have the studies concluded about an increase in pollution due to driving in a lower gear? Has there been a study comparing the effects of lowering the speed limit to 20MPH Vs. increased enforcement of the existing 30MPH?”

Cyclist issues

In the free text areas of the survey, significant numbers of people took the opportunity to comment on cycling issues. We need to acknowledge the significant number of people who raised the issue of lack of compliance with traffic laws and regulations by cyclists. Here are typical comments:

“Cyclists will not be penalised for speeding when car drivers will be. It will not stop irresponsible cyclists on our road who are a danger to both pedestrians and drivers”

“Main arterial roads (not dual carriageways) should remain at 30 mph. Side roads only should have the limit reduced to possibly 25mph. In general modern cars are not built to run efficiently at 20 mph. By reducing the speed limit a) engines will create more pollution not less and b) create more problems at peak times leading to un-necessary delays for workers and potentially more road rage accidents. We already have a problem with speeding cyclists weaving in and out of cars and riding (illegally) on the pavement. If this unnecessary limit is introduced then it must also be applied without exception to buses. 24 hour bus lanes are also the cause of

unnecessary traffic congestion and should be restricted to peak times only.”

“You need to police the idiotic cyclists who are a danger and menace to pedestrians and other road users.”

“It is discriminatory - the worst offenders on Bristol's roads are cyclists and they are not covered by this limit”

Views of cyclists

One of the main reasons the council has stated for introducing this is to make cycling and walking more attractive. The proposal in the city’s neighbourhoods enjoys 60% (815) support from regular cyclists. The following table shows some comments from cyclists. We have also included some comments from cyclists who are against the proposal and the impact they think it will have on their safety of their cycling.

Selected comments from cyclists who support proposal

“As a doctor working at Frenchay with head injured children it can’t come soon enough”

“I strongly support a city-wide 20mph limit. Everywhere is so built up, so vehicles travelling fast are not really in control as they wouldn't be able to stop in time if anything happened. I have 4 children age 5 and under and walking them to school and preschool along Coldharbour Road BS6 (a 5 minute journey) is a daily nightmare. The cars, buses and lorries go so fast. My 2 year old twins are just now out of their double buggy and wanting to walk, a moment I have been putting off for some time. The traffic zooms past us centimetres away. We also have 4 minor roads to cross whilst walking along Coldharbour Road, with cars racing through from North View. It is so stressful. A 20mph limit would change the atmosphere of the whole experience.”

“This is an excellent idea making roads safer and reducing carbon emissions. A good step to improving the built environment. Next step should be to plan city routes to limit motor vehicle access & have one way traffic so that proper cycle lanes can be provided, so cyclists are safer on the roads and don't use pavements.”

“This proposal is fantastic and not before time. Having lived in Bristol for nearly 5 years it has been a huge surprise to see how little regard drivers in the city seem to have for cyclists and pedestrians. I am currently teaching my children road cycling proficiency and the implementation of a city wide speed limit of 20 mph will be a huge benefit and will encourage more people to walk and cycle. The change will be a step towards reclaiming the streets from cars, which have been the main focus for planners for too many years. Thank you for implementing this. Bristol can be a beacon for change across the nation and the world.”

Selected Comments from cyclists against the proposal

37% of cyclists oppose the proposal in the city’s neighbourhoods, here are some comments from them:

“Whilst I do not disagree with the idea of reducing the speed limit, I feel very strongly that the money which is being used for this should not be taken from the Sustainable Transport fund. This money should be used to invest in cycle paths

across the city. A great deal has been done to help encourage people living in Bristol to cycle to work with various projects, but there has been little or no investment that I can see in the infrastructure that is needed to support cyclists. A lot of money has also recently been spent on bus lanes and changing pavements and road structures to suit buses, yet these services are charging extortionate prices in some cases. I am suspicious about the results of the pilot scheme which suggest that lowering the speed limit has encouraged more people to walk or cycle. I can not see how these two things are linked, what would really encourage people would be the correct infrastructure. Most people I know are put off from cycling because of worries about cycling amongst traffic and cycle paths would make a huge difference to the city. Obviously there is a road safety benefit.”

“People who speed already on 30mph roads will not suddenly go slower because it is 20mph. As a cyclist I hate it when drivers sit behind me which is what they will have to do in a 20mph zone. It is safer for all if they can overtake when safe to do so and be on their way. Not stuck behind getting impatient and then performing dangerous manoeuvres as a result.”

“I think money spent on improving cycle facilities in these areas would be money better spent, but seeing as that is not going to happen this is at least a solution of sorts. Seriously, we need consistent cycle lanes at least on the major thoroughfares in and out of the city centre (Park Street, Whiteladies Road, Stokes Croft / Cheltenham Road / Gloucester Road, Park Row etc.) more than we need 20mph speed limits.”

“I have no idea who comes up with ideas like that. I can bet that study did cost a fortune, wouldn't it be better to spend all that money to build proper bicycle lanes in the centre?”

Views on the roll 20 mph citywide


Do you have any other comments on the proposal for a 20mph speed limit throughout the city? (excluding roads which currently have a 40 or 50mph speed limit or dual carriageways)

1628 comments were received in response to this question about the proposed city wide roll out of 20 mph – here are the most popular categories

Category	Number of comments
Scope of 20mph	330
Enforcement	310
Unnecessary	281
Support	273
Other	108
Waste of money/spend on..	108

As in the previous question, the most frequently occurring comment related to the ‘scope of 20mph’ category – with a popular opinion being the proposal is suitable for neighbourhood roads but not the through / main / arterial routes. Having said this,

there were some people who urged the council to look at roads outside of the scope of this proposal. The following table looks at the top 4 categories and some indicative comments directly from respondents.

Category	Respondents in their own words 
<p>Scope of 20 mph <i>Typically that the council should not apply 20 mph to main / through roads. The comments show much support for 20 mph near schools, in central congested areas and on neighbourhood roads. People’s comments reject the blanket approach being proposed and call for the council to intelligently apply any restrictions to appropriate roads and consider when the restrictions should apply.</i></p>	<p>“Quite unnecessary in many main routes through the city which do not have high accident rates” “While 20 limits may be appropriate in smaller and narrower streets, having a blanket limit is not a solution. If the 30 limit were enforced effectively, with those going at speeds significantly above the 30 limit actually having the full extent of the law applied to them, I believe that it would produce a much safer environment.” “My strong support is only for the roads around schools or shopping areas. It would be absurd to reduce the limit on main arterial routes” Many roads with 30mph are perfectly safe at that speed. At times of financial constraint seems excessive spending. Seems like it may be a back door way of increasing revenue with speeding fines. Yes, some could reduce to 20mph, but needs to be done on a road by road basis not the scatter-gun approach being proposed.....” “20 mph near schools and proven accident hotspots - not across whole city”</p>
<p>Enforcement <i>Comments here call for the existing 30 mph to be enforced before introducing further restrictions. Also, some supporters of 20 mph make suggestions for how it could be enforced. There is much scepticism on whether the Police have the interest or the resources to enforce this proposal.</i></p>	<p>“Primarily, I’m concerned that the scheme is being promoted as “self-policing” – to me that’s a euphemism for no enforcement (lack of Police resources) and, therefore, miscreants will not be held to account. Also, in the majority of “built-up areas” (however you wish to define them) there is not a problem.” “There is no doubt that the roads feel safer with the limit. I am concerned about the enforcement. I realise that there are limitations cost wise but feel</p>

	<p>random checks should be far more frequent.”</p> <p>“Mobile enforcement by police should be undertaken in the most built-up, populated urban areas, where kids play and cars are parked and roads are narrow, and NOT routinely on wide, open, unparked roads such as the Portway (both ends), Shirehampton Road in Sea Mills etc. Cynical ploys to generate most revenue rather than make roads safer and protect pedestrians and children.”</p> <p>“This is confusing the issue (driving too fast) and the mechanism to solve the issue. Many drivers exceed the 30mph limit. They will exceed the 20 mph limit too. I would rather see more rigorous enforcement of current speed limits.”</p>
<p>Unnecessary</p> <p><i>Many people in this category are strongly opposed to the proposal. Some regard the proposal as trying to solve a non-existent problem or predict it being completely ineffective. Strong language shows the significant number of people who are implacably opposed to what they perceive to be a blanket approach.</i></p>	<p><i>“Absolutely ridiculous. Reducing the speed limit due to safety is completely unnecessary, if you want to be really safe, why not get rid of cars completely? It would make everyone irate, late for work and lower our status as a city. Who the hell wants to go to a city where everywhere is 20mph? It's just ridiculous.”</i></p> <p><i>“20 means drivers spend their efforts concentrating on numerical - not safe - speeds. Cycles and cars run parallel to each other for longer - making left turns for cars hazardous to riders. Also, in Oxford, speeds fell by just 0.8mph on the intro of a 20 blanket limit.”</i></p> <p><i>I am a keen cyclist and walk or cycle to work and to the shops. I also drive a car. Reducing the mandatory speed limit will not increase cycling or walking. Better road design, preventing people from parking vehicles dangerously, preventing people parking on pavements (and thus requiring pedestrians to walk in the road), ensuring that the drains are not blocked and roads and pavements are kept puddle free will all have more impact on walking and cycling. A 20mph</i></p>

	<p><i>speed limit may even discourage cycling and increase tension between drivers and cyclists as it is not difficult to exceed 20mph when cycling. It may even increase the probability of cyclists being found to be speeding! If the money must be spent it would be better used on improved road and junction layouts and signposting for cyclists. If you have ever tried to cycle around Cabot Circus you would be able to find ways of spending a large amount of money to make the experience less terrifying and considerably safer."</i></p>
<p>Support <i>Supporters of the proposal here felt it would add to safety, save lives, promote cycling and walking. People felt it would make the environment nicer in the neighbourhoods. There were many supportive comments. The statements made and reasons were fairly consistent and therefore can be summarized concisely. These examples represent the views of a large number of respondents.</i></p>	<p>"Slower and smaller vehicles are bound to increase safety for drivers and pedestrians"</p> <p>"I live in a pilot area for 20mph, and fully support this initiative. I have noticed an improvement in the overall reduction of speed, making the streets safer, quieter and less polluted. Cars that would have gone over 30mph, now drive at or under 30mph. Eventually it will be the norm to drive at 20mph, and drive with consideration for both cyclist and pedestrian. This can only benefit everyone."</p> <p>"I live close to a 20mph area. This makes the roads safer for cycling and pedestrians crossing the roads, but cyclists continue to ride on the pavements. It is very dangerous walking on our local pavements, particularly for elderly and hard of hearing. Cyclists need to be confident that the 20mph roads are safe to cycle on. This may require more visible enforcement, then enforcement of the law regarding cycling on pavements."</p> <p>"I am a cyclist, and am looking forward to 20mph max speed being implemented! I just hope that everyone will comply with it, and that it will be enforced if not."</p>

Roads for special consideration in implementation

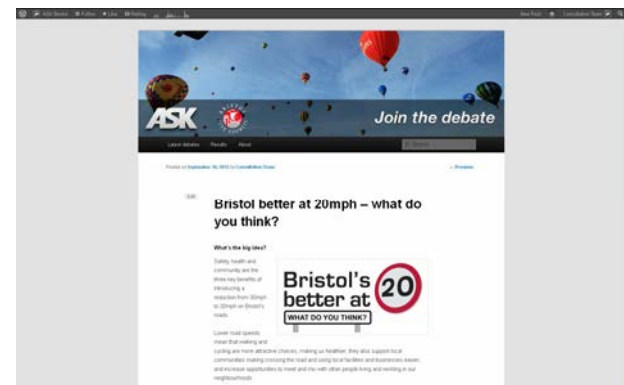
The survey and exhibitions afforded the opportunity for respondents to highlight roads which they felt should **not** be included in the phased roll-out of 20 mph throughout the city.

Reflecting the finding of previous questions, they largely show respondents wanting to maintain and enforce 30 mph on the city main / through / arterial routes. Some respondents used this question as an opportunity to reiterate to the council that they believe all roads should remain at 30 mph.

The 20 mph project team comment “The results of this informal public engagement will help form the basis of the roads that will be considered in each phase of this project using the design criteria that was identified in the cabinet report. The views expressed by the respondents, along with the outcomes from the Neighbourhood forums meetings will help shape the phased introduction of the 20 mph speed limit.”

Public conversation on ASK Bristol

As part of the council’s attempts to explain proposals and engage people, the ASK Bristol discussion website (askbristoldebates.com) was used. To date (27 Nov), the public conversation page on the proposal has attracted 3851 page views and a high number (346) of comments. The 20 mph project team and the council’s consultation team entered the conversation on a number of occasions to correct misassumptions – the most popular one being that the proposal would apply to all roads. Some respondents made multiple submissions and debated with each other.



The majority of comments on ASK Bristol were against the proposal. Like the online survey, there was much discussion on the scope of the proposal with contributors accepting the logic in 20 mph being applied in high density areas and near schools but not to all roads, particularly main / through / arterial roads currently with a 30 mph speed limit. The site attracted a smaller number of supporters of the proposal who engaged in a lively debate with people opposed to the introduction of citywide 20 mph (excluding 40, 50 mph and dual carriageways).

Readers of this report are invited to visit the discussion at:

<http://askbristoldebates.com/2012/09/10/a-20mph-speed-limit-for-bristol/>

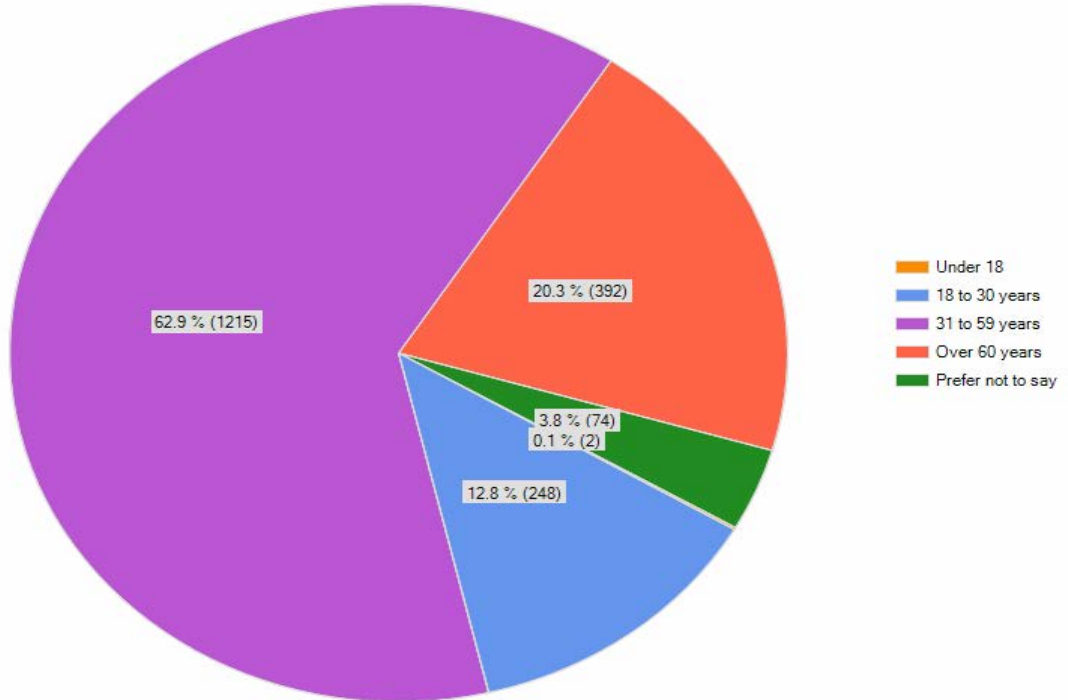
Summary of public consultation

The roll out of 20 mph throughout Bristol is an issue which has attracted a strong response to the council's public consultation. Care must be taken in drawing conclusions from this consultation; however, as it does represent a self-selecting sample which is not representative of Bristol e.g. male respondents to the survey (62%) are far higher than their proportion in the city's population (50%). Further research would need to be undertaken if a statistically representative result of support / opposition for the proposition is required.

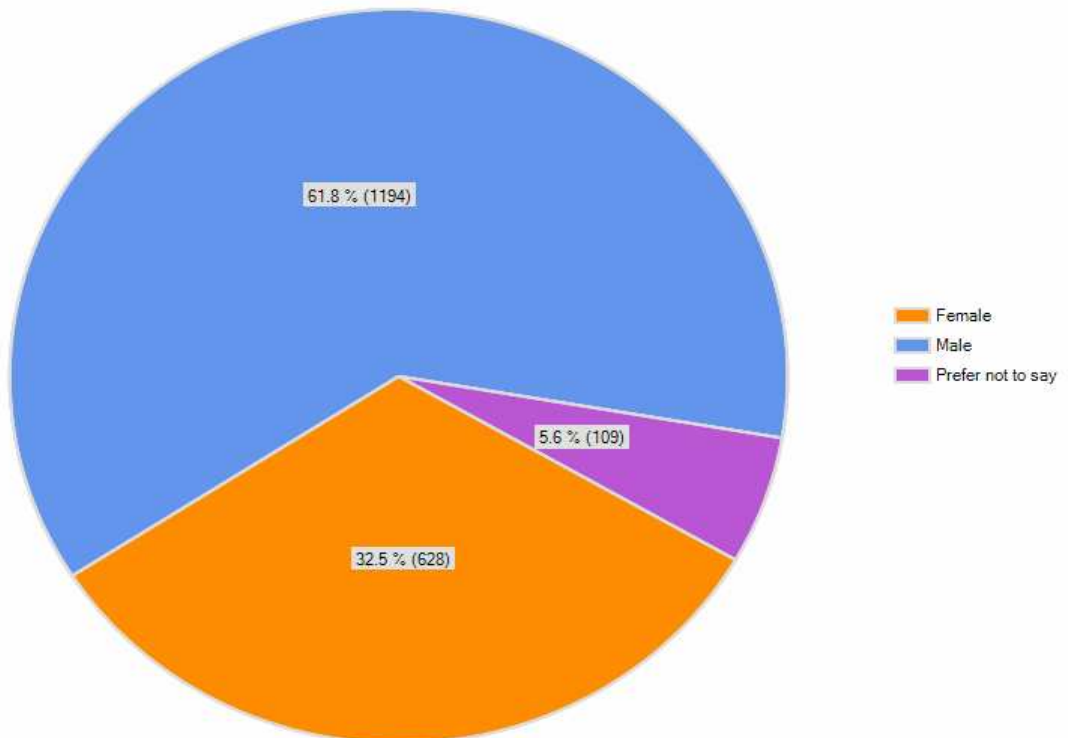
The majority of **respondents to the survey** are calling for the council to reconsider the scope of the proposal, particularly applying 20 mph to the city's main / through / arterial roads. The fact that there is an over representation of males to the survey, who are more likely to oppose the 20mph proposals, may explain this. There are also significant concerns about congestion, fuel economy, safety and driver frustration around this proposal with many people feeling the case for 20 mph is unproven and unnecessary. Some respondent groups support the proposals – females and regular cyclists. They believe it will save lives, decrease the incidence and severity of collisions and improve the environment and encourage people to walk and cycle more.

Appendix B – Responding groups

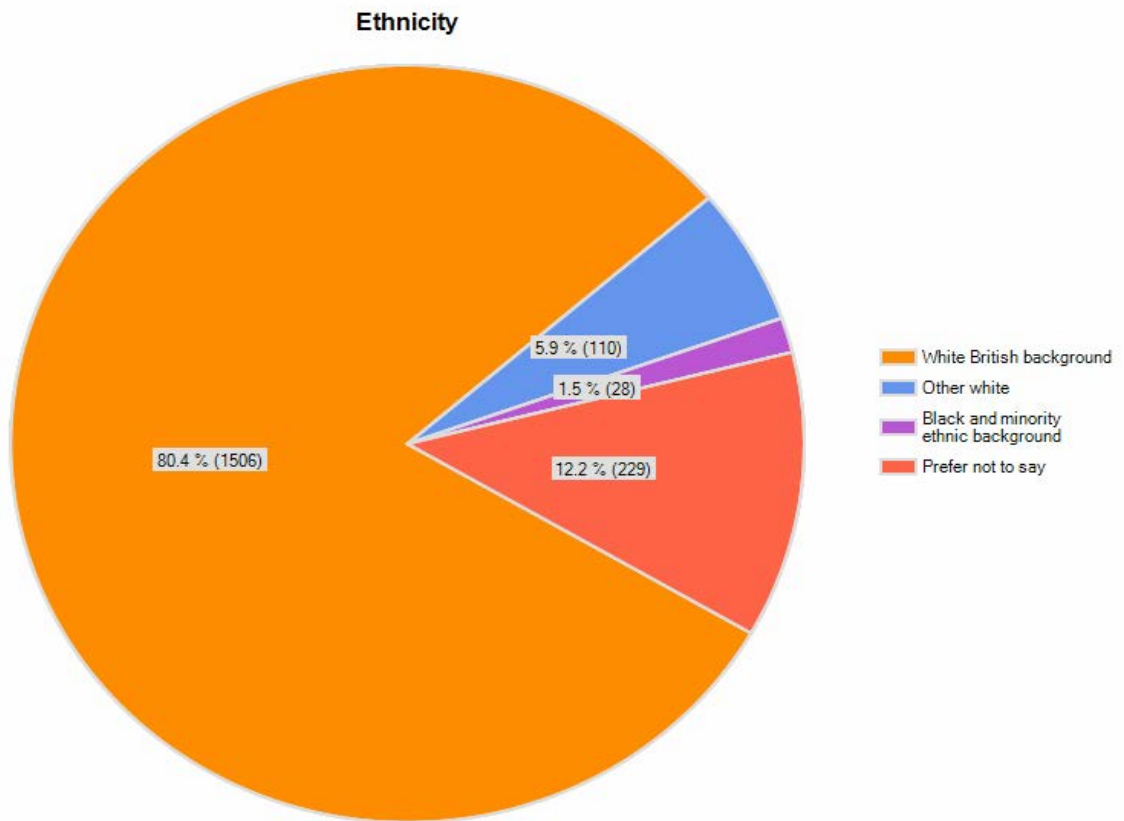
Age



Gender



Ethnicity



Are you disabled?

