

**BRISTOL CITY COUNCIL
CABINET
26 July 2012**

REPORT TITLE: Citywide Rollout of 20mph speed limits

Ward(s) affected by this report: Citywide

Strategic Director: Graham Sims – Strategic Director, Neighbourhoods and City Development

Report author: Alistair Cox – Service Manager, City Transport

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Report signed off by executive member: Cllr Tim Kent

Purpose of the report:

This report presents an overview of the proposed rollout of 20mph speed limits in the city and seeks authority to proceed to consultation and implementation.

RECOMMENDATION for Cabinet approval:

1. That the Cabinet confirm that it is agreeable for the proposals and design principles contained in this report to proceed with the consultation and roll out of 20mph speed limit city-wide.
2. That the Service Director for Transport, in consultation with the Executive Member for Transport, be given delegated authority to proceed with the proposed phased rollout of 20mph and authorised to implement the option best suited to the local circumstances and that brings the most benefit in terms of health, danger reduction and wider community benefits.
3. That Cabinet approves the cost of the rollout of 20mph speed limit city-wide of £2.325m, its funding of £800k from the Local Transport Plan Settlement and £1.525m from the Local Sustainable Transport Fund which includes £225k revenue to fund marketing and communications.

Background:

1. In June 2011, the Department for Transport announced its intention to make it easier for councils to introduce 20mph schemes and reduce the need for speed humps in 20mph zones by expanding the list of permitted traffic calming measures.
2. In 2008, Portsmouth City Council became the first local authority to introduce a

20mph speed limit on residential streets in the city. Newcastle and Oxford have completed the implementation of 20mph limits across neighbourhood streets. Cities such as Bath, Edinburgh, Manchester, Liverpool, and Sheffield are progressing 20mph limits on residential streets. London Borough of Islington has recently approved plans to become the first authority in the country to implement 20mph speed limits across most of its main roads.

3. The Joint Local Transport Plan approved by full council on 18th March 2011 sets out the policy commitment to progress 20mph citywide.
4. The most up to date and robust evidence shows 31% of pedestrians are killed if hit by a vehicle travelling at 40mph, 7% are killed at 30mph – a four-fold difference, and at 20mph the rate is lower still. Inappropriate vehicle speeds and illegal driving are considered the key threats to health especially in deprived areas. According to the British Crime Survey, speeding traffic is the issue that tops the general public's list of antisocial behaviour (Poulter and McKenna 2007).
5. As part of the Cycling City project between 2008 and 2011 two areas in the South and East of the city were made 20mph. The combined areas cover approximately 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 in the City. Reduction in traffic speeds contributes to reducing the risk and severity of road casualties and helps to create more pleasant people-centred streets and public spaces. The pilot areas saw an increase in walking ranging from between 10% and 36% and for cycling between 4% and 37%. Using the World Health Organisation's Health Economic Assessment Tool it is possible to estimate the changes in cost to health as a result of the increases in reported physical activity. The HEAT is conservative in its methods as it only addresses saving accruing from reductions in premature deaths (not reductions in illness resulting from increased physical activity).

Using a mean of a 23% increase in walking and a 20.5% increase in cycling the HEAT indicates that for each £ spent the return on investment for:

- walking is £24.72
- cycling is £7.47.

The Department of Transport states that any schemes giving a return on investment of more than £2 for every pound spent give high value for money.

6. A monitoring report detailing the findings of the 20mph pilot areas was produced in March 2012. The conclusions of the report can be summarised as:
 - 65% of roads saw a reduction in mean speeds
 - The reduction in mean average speed across roads in the Inner South area was 1.4mph, and in the Inner East area was 0.9mph. International research has shown that a 1 mph reduction in speed leads to an average of a 5% reduction in casualties.
 - The mean average speed across all roads has dropped to 23mph and under between 7am and 7pm

- Increase in counts for walking range from 10% increase to 36%
 - Increase in counts for cycling range from 4% increase to 37%
 - Support for 20mph limits amongst residents in the pilot areas is 82%. Around 70% support a citywide expansion of 20mph limits in residential areas
 - Pedestrian casualties have remained constant in both areas and pedal cycle casualties in the Inner South area have fallen by 3 in the same period and remained constant in the Inner East area
 - 35% of respondents from the main roads felt roads were safer following the 20mph limits being installed.
 - 89% of residents supported the principle of 20 mph on all residential streets in the city and 56% of residents supported 20mph on 'main' roads
 - Casualty and traffic monitoring data is unpredictable over short periods. The numbers are very small and the study period very short, so it is not yet possible to properly assess the impact. The number of overall casualties in the first 12 months of operation reduced by 5 in the Inner East Area and increased by 8 in the Inner South area .The data does not show significant indications to any trend either way
7. The pilots were underpinned by a joint communications campaign delivered by Bristol City Council and NHS Bristol working in partnership with local community groups, local schools, and with support from Avon and Somerset Constabulary.
 8. The experience of undertaking the pilots suggests that clear communication is essential in delivering a successful project. Firstly in making the case to the public of the merits and the impact of 20mph prior to delivery and secondly to see a culture change when the speed limit is in place by encouraging compliance and empowering people to drive within the speed limit.
 9. A key issue identified in the pilots is the need to have a 20mph speed limit on streets with shops, schools and leisure facilities as well as residential roads. These are the locations with high levels of pedestrian activity. There are however sections of arterial routes where speed has a less significant effect on communities and to assist with overall compliance, need to remain as 30 mph. There is a need to balance between communities. A road that appears as just a through route for someone driving may be a busy 'high street' for local people.

Proposal

10. It is proposed to phase the roll out of 20mph speed limits from the centre outwards.
11. Phase 1 will link the two pilot areas and include the city centre. The character of the residential areas in these parts of the city is similar to the pilot areas with narrow roads and high levels of on street parking. The city centre streets are

clearly areas of high pedestrian activity.

12. We would then propose to roll out to the next concentric area around the central areas, where c1930's housing predominates with wider roads. The final phases would focus on the residential areas dominated by 1950's housing stock to the present day, towards the administrative boundary of the city.
13. A phasing plan is included in Appendix 1.

Design principles

14. It is proposed that for approximately 90% of all adopted roads in Bristol the default should be 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 20mph.
15. Engagement with neighbourhoods through the Neighbourhood Partnerships 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 20mph. This is a significant factor in promoting compliance and effective operation.
16. As well as residential streets, it is recommended that the following type of roads be included as 20mph. These roads are:
 - Those with a designated high street function – defined as 'primary shopping frontages' in planning terms as per draft Development Management Policies. For example in the proposed first phase (that would go out to consultation) this would include the shopping areas of Whiteladies Road and Gloucester Road as 20 mph speed limits.
 - Roads designated as 'secondary shopping frontages'
 - 'B' and 'A' roads with school entrances or schools within 200 metres. In these cases sections of these roads, such as between junctions which logically fit with the need for low speeds will need to be designated 20mph (most traffic collisions involving children do not occur directly outside a school but rather en-route on other roads) - as per Core Strategy Policy BCS12 Community Facilities.
 - Roads with other local trip attracters such as parks/ leisure facilities, Health Centres and hospitals, and public transport hubs and interchanges within 200 metres - as per Core Strategy Policy BCS12 Community Facilities

Wider Measures

17. The 20mph speed limit (signs only) will rely on a change in driver behaviour and compliance to realise the full benefits. 20mph signs-only schemes in England have had moderate success (average 1mph reduction). To realise the full potential physical implementation should be accompanied by a focused, soft

measures programme with dedicated skills and resources.

18. The University of the West of England produced a practical guide to assist Bristol City Council and our delivery partners in developing a programme of social marketing or “soft” measures to support the design and implementation of signs-only 20mph speed limits. The recommendations in the guide are based on current best practice and qualitative research with Bristol residents.
19. The Council has been successful with its bid to the Local Sustainable Transport Fund that will complement 20mph roll-out through marketing, promotions and the availability of further funding for local infrastructure. The Council has also approved an additional £1 million for local safety schemes that can assist with ‘locking in’ benefits to local residents where signs-only will not be sufficient.

Timescale

20. The roll out of 20mph is proposed in six phases. Based on the experience of the pilot areas it is anticipated that each phase will take approximately 12 months to consult upon and implement. The anticipated timescale is:
 - Phase 1 Commence August 2012
 - Phase 2 Commence December 2012
 - Phase 3 Commence March 2013
 - Phase 4 Commence July 2013
 - Phase 5 Commence October 2013
 - Phase 6 Commence December 2013

Scheme Costs and Funding

21. The spend profile and funding of the scheme totalling £2.325m is as follows:

	2012/13	2013/14	2014/15	Total
	£k	£k	£k	£k
Local Transport Plan Settlement	150	350	300	800
Local Sustainable Transport Fund (Capital)	100	650	550	1300
LSTF (Revenue)	125	100		225
Total	375	1100	850	2325

22. The revenue allocation of £225k made available through LSTF is to support social marketing and communication projects associated with 20mph.
23. The ongoing revenue costs for maintenance of signs will be funded through the

existing maintenance budgets.

Consultation and Scrutiny Input:

a. Internal consultation:

The proposal has been consulted on widely. Many different areas of the Council have been involved including:

- Legal
- Planning
- Transport
- Public Health
- City Design

b. External consultation:

- 20mph roll out for Bristol has been incorporated into the final Joint Local Transport Plan 3.
- The principles of 20mph were brought before Neighbourhood Forums in 2011.
- The Neighbourhood Partnerships to be affected by each phase will be contacted to determine the views on the roads that should be included.
- All speed limit changes will be subject to statutory consultation through the Traffic Regulation Order process.

Other Options considered:

The following courses of action have been explored:

- The delivery of much bigger areas for each phase. The amount of site survey and design work required would mean that it would take much longer to start to deliver the project. Although still large areas the proposed phases are more manageable in size.
- A different sequence of phasing was considered but the best option was seen to be rolling from the city centre out where the streets are more congested therefore having lower speeds and there are more people walking and cycling. The first phases chosen were also the areas where the neighbourhood forums showed the most support for 20mph.

Risk management / assessment:

FIGURE 1							
The risks associated with the implementation of the (subject) decision :							
No.	RISK Threat to achievement of the key objectives of the report	INHERENT RISK (Before controls)		RISK CONTROL MEASURES Mitigation (ie controls) and Evaluation (ie effectiveness of mitigation).	CURRENT RISK (After controls)		RISK OWNER
		Impact	Probability		Impact	Probability	
1	If the new 20mph speed limits are not adhered to then further traffic calming measures could be required before Avon and	High	Medium	Officers are continuing to work with Avon and Somerset Constabulary to reach agreement on what additional appropriate low cost measures would	High	Low	Project Manager

	Somerset Constabulary would consider undertaking any enforcement action. It is unlikely that Avon and Somerset Constabulary will consider this to be a high priority without it being raised as a community concern. It is therefore important that the 20mph speed limit be self-enforcing wherever possible.			encourage lower vehicle speed.			
2	Community disagreement to what should and should not be included as 20mph.	High	High	Effectively communicate the principles for included roads and the reasons for it. A community engagement strategy and a communications strategy must be incorporated from the outset for each major scheme. This needs to be followed with a programme of regular communications, briefings and events. Any major scheme is likely to affect a number of different communities. These differences must be recognised – 'one size does not fit all'.	Medium	Medium	Project Manager
3.	Non compliance of speed limits	High	High	Utilise social marketing techniques to empower people to drive at 20mph so that it become the 'norm' in Bristol.	High	Medium	Project Manager
4.	The project is unsuccessful in encouraging greater levels of walking and cycling and improving road safety	High	Low	Continue to monitor the impacts and adapt proposals if necessary.	Medium	Low	Project Manager

FIGURE 2

The risks associated with not implementing the (subject) decision:

No.	RISK	INHERENT RISK		RISK CONTROL MEASURES	CURRENT RISK		RISK OWNER
		(Before controls)			(After controls)		
		Impact	Probability		Impact	Probability	
1	The potential benefits in reduction of road casualties will not be realised.	High	High	Continue to work on other road safety initiatives across the city to find other options for working towards the Council's policy objectives and targets.	High	Medium	Project Manager
2	The potential benefits of the scheme in increasing the number of walkers and cyclists will not be realised.	High	High	Continue to work on other walking and cycling initiatives across the city to find other options for working towards the Council's policy objectives and targets.	High	Medium	Project Manager

Public sector equality duties:

Before making a decision, section 149 of the 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 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.**

A screening EQiA has been completed on the project and is included as Appendix 2. Further equalities work with stakeholders will need to be progressed as the project moves forward.

Environmental checklist / eco impact assessment – attached Appendix 3

Resource and legal implications:

Finance

a. Financial (revenue) implications:

The cost of rollout of the 20mph speed limit city-wide is £2.325m and is funded by £800k from the Local Transport Plan Settlement and £1.525m from the Local Sustainable Transport Fund

Advice given by Mike Harding, Finance Business Partner, Neighbourhoods and City Development

Date 20 June 2012

b. Financial (capital) implications:

The ongoing revenue costs for maintenance of signs will be funded through the existing maintenance budgets.

Advice given by Mike Harding, Finance Business Partner, Neighbourhoods and City Development

Date 20 June 2012

c. Legal implications:

The City Council has a key role to play in its capacity as traffic and highway authority in delivering the Work Programme referred to in this report. With respect to restriction or regulation of vehicular and other traffic – this can only be made by means of a Speed Limit Order under the Road Traffic Regulation Act 1984. The promotion of such Orders is governed by the Local Authorities' Traffic Orders (procedure)(England and Wales) Regulations 1996. The Regulations require consultation with various bodies including bus operators and other organisations together with the public advertisement of the proposals. All objections received must be considered before any decision can be made by the Council as Order Making Authority.

Advice given by Peter Malarby

Date 19 June 2012

d. Land / property implications:

None

Advice given by

Date

e. Human resources implications:

There are minimal HR resource implications.

Advice given by **Karen Stephens**

Date **18 June 2012**

Appendices:

Appendix 1 – Proposed Phasing of 20mph rollout across the city

Appendix 2 – Draft Equalities Impact Assessment

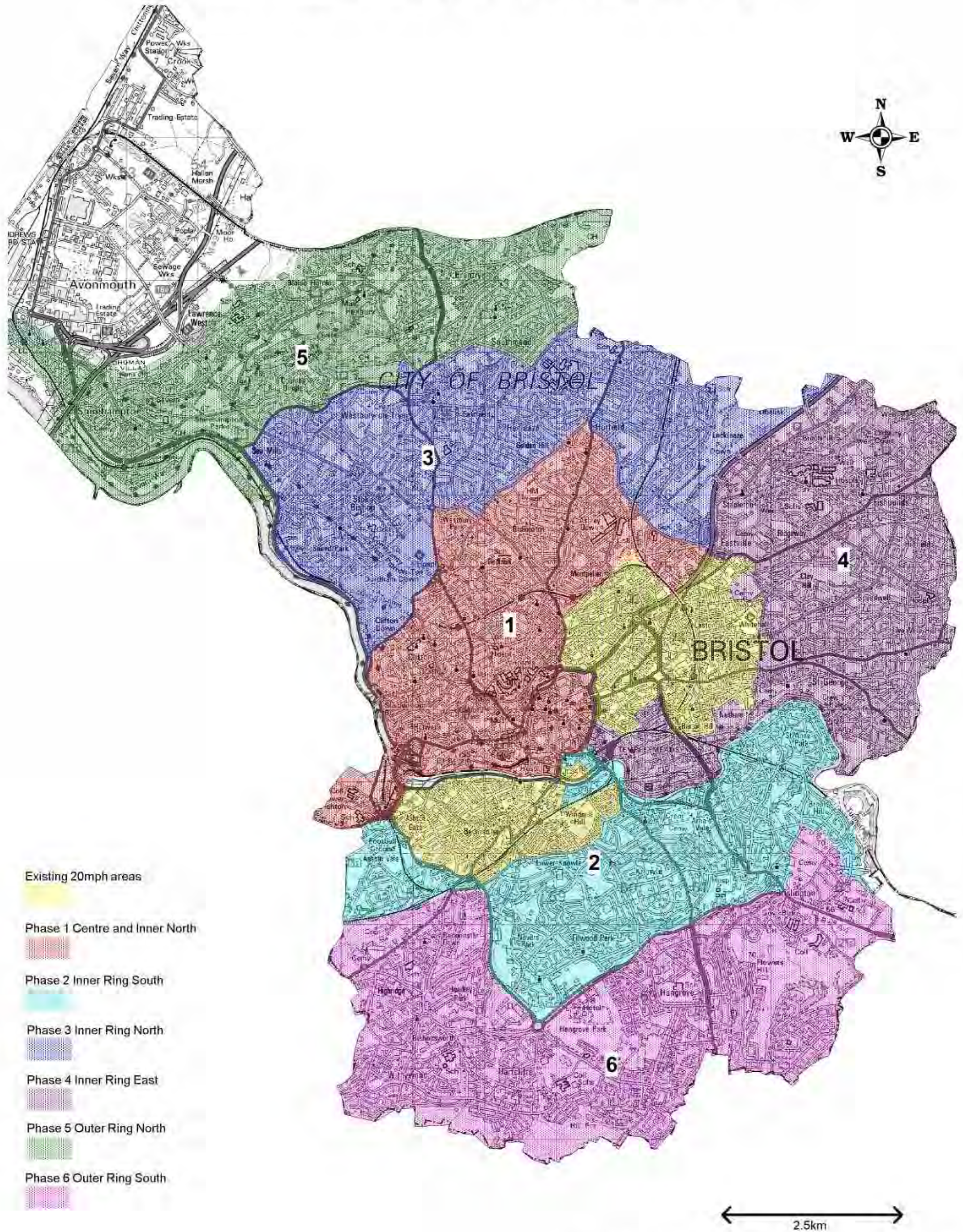
Appendix 3 – Eco Impact Assessment

Access to information (background papers):

20 mph Speed Limit Pilot Areas monitoring report -

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

Appendix 1 -Proposed Phasing of 20mph rollout across the city



Appendix 2



Bristol City Council Equality Impact Assessment Form

20mph rollout

Directorate and Service: Neighbourhoods and City Development

Lead officer: Andrew Whitehead, Principal Officer, City Transport

Additional Officers involved in completing this form: N/A

Start date for EqIA: 15 May 2012

Estimated completion date: 31 March 2015

Step 1 – Use the following checklist to consider whether the proposal requires an EqIA

1. What is the purpose of the proposal?

Please summarise what is planned. The introduction of 20mph speed limits on residential streets across the city.

2. Could this be relevant to our public sector equality duty to:	High	Medium	Low
a) Promote equality of opportunity	Yes		
b) Eliminate discrimination	No		
c) Promote good relations between different equalities communities?	Yes		

If you have answered ‘no’ to question 2, please describe your reasons

3. Could the proposal have a positive effect on equalities communities?	Yes	
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Please describe your initial thoughts as to the proposal’s positive impact – Slower speeds will contribute to making our streets safer for all people.

4. Could the proposal have a negative effect on equalities communities?	No	
Please describe your initial thoughts as to the proposal's negative impact		

If you answer 'yes' to questions 2 or 4 you will need to continue to undertake a full EqIA and complete this form. If not, please sign off now:

Service Director:

Equalities Adviser:

Date:

Date:

Step 2	Describe the Proposal
2.1	<p>Briefly describe the proposal and its aims? What are the main activities, whose needs is it designed to meet, etc.</p> <p>To contribute to reducing road casualties, encourage more active travel and going some way towards transforming residential streets into vibrant people-centred environments.</p> <p>The main activities are</p> <ul style="list-style-type: none"> a) to identify those roads to be excluded from 20mph through each phase of the rollout b) Involvement of Police c) Site investigations

	<p>d) Public Consultation - informal</p> <p>e) Formal Consultation – Traffic Regulation Orders (Legal process – displayed on street via public notices. The public can formally object in writing to the proposals detailed in the notices)</p> <p>f) Installation of signs and road markings</p> <p>g) Pre and Post monitoring / review</p>
2.2	If there is more than one service* affected, please list these:
2.3	<p>Which staff or teams will carry out this proposal?</p> <p>City Transport</p>

Step 3	Current position: What information and data by equalities community do you have on service uptake, service satisfaction, service outcomes, or your workforce (if relevant)?
<p>You need to describe your current position (As Is) so you can benchmark the impact of your proposal.</p> <p>In Step 3 we are asking you to record the % of people from equalities communities who are currently benefiting from your service*. Then we will ask you to compare these figure to the % of people from equalities communities in Bristol (or in the relevant wards if it is a local service) and evaluate whether any equalities groups are under or over represented in your service user profile, employee profile, service outcomes and/or satisfaction rates</p> <p>The following information may be helpful:</p> <ul style="list-style-type: none"> • Equalities data for staff by divisions http://www.bristol.gov.uk/ccm/content/Jobs-Careers/Careers-Advice/bristol-city-councils-workforce.en • Equalities data for different service areas http://www.bristol.gov.uk/ccm/content/Community-Living/Equality-Diversity/data-on-uptake-of-council-services-by-equalities-communities.en http://www.bristol.gov.uk/ccm/content/Community-Living/Equality-Diversity/index-pages/equalities-data-knowing-our-communities.en • Comparison data – Profiles of equalities communities in Bristol http://www.bristol.gov.uk/ccm/navigation/council-and-democracy/statistics-and-census-information/ 	

3.1	<p>Summarise how equalities communities are currently benefiting from your service* here (& add an electronic link to the information if possible).</p> <p>It is felt that a 20mph speed limit on all Bristol's residential streets will positively impact on all Bristol's residents. As part of two large pilot areas delivered between 2009 and 2011 consultation was carried out. One element of the consultation was with the citizen panel and was related to the whole city.</p>
3.2	<p>Then compare to the relevant benchmark (eg. the % of people from each community who use your services* with the % of people within the relevant equalities community who live in your local area or in the city of Bristol).</p> <p>As the project will have a positive impact on all Bristol residents the percentages are the same.</p>
3.3	<p>Evaluate what the data in 3.1 & 3.2 tells you about how the current position affects people from equalities communities (see Guidance for further information and examples).</p> <p>The current position is felt to have a positive impact on all Bristol's residents.</p>
<p>Please note, your evaluation in 3.3 will be built upon in Step 5 where you will set out what you plan to do to address any issues for equalities communities</p>	

Step 4	Ensure adequate consultation is carried out on the proposal and that all relevant information is considered and included in the EqIA
<p>This section refers to the proposal as described in step 2. When we propose changes to services*, it is important that we consult with service users, and staff or equalities community groups where relevant. Your proposal may be based on service users suggestions that have been made in the past.</p>	
4.1	<p>Describe any consultations that have taken place on the proposal. Please include information on when you consulted, how many people attended, and what each equalities community had to say (& provide a web link to the detailed consultation if possible).</p> <p>The proposals were brought before the Neighbourhood Forums in late 2011.</p> <p>The concept of 20mph speed limits in two large pilot areas was presented to an equality advisory group in 2009 to which members of all equalities communities were invited. A formal response was received from Bristol Physical Access Chain stating that 'The consideration of 20mph limits on stretches of highway is considered a positive measure. It should assist drivers to be more observant and actively protect walkers. All signage to indicate the new limits should be larger than that indicated (repeater signs) in the proposal, to be effective.'</p> <p>I</p>
4.2	<p>Please include when and how the outcome of the consultation was fed back to the people whom you consulted.</p> <p>An Equalities Impact Assessment was produced as part of the Cycling City Project that</p>

Step 4	Ensure adequate consultation is carried out on the proposal and that all relevant information is considered and included in the EqIA
	included 20mph speed limits. A report on the evaluation of the impacts of sign only 20mph speed limit in the two pilot areas was published in March 2012 and can be viewed on request or downloaded from the Council's website.
Please note details of the consultation findings in 4.1 will be built upon in Step 5 where you will set out what you plan to do to address any issues for equalities communities.	

Step 5	Giving due regard to the impact of your proposal on equalities communities
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Possible Impact on Equalities Communities, whether or not you will address the impact	Actions to be included in the proposal
Age	It is not foreseen that there will be a negative impact for these individuals in the community if these changes are approved and implemented but rather a positive impact.
Disability	It is not foreseen that there will be a negative impact for these individuals in the community if these changes are approved and implemented but rather a positive impact. Braille translations will be made available through consultation.

Possible Impact on Equalities Communities, whether or not you will address the impact	Actions to be included in the proposal
Ethnicity	<p>It is not foreseen that there will be a negative impact for these individuals in the community if these changes are approved and implemented but rather a positive impact. It will be important to make sure that translations in the main languages are used as consultation.</p> <p>The provision of a panel on the back of any letters with translation in the main language groups relevant to the proposed area, explaining what the consultation is about and how to get the information in another language (*& also if required in Braille).</p> <p>It is possible to supplement the above with posters with multi-lingual messages, displayed in community facilities, schools and BME organisations in the area.</p>
Gender	<p>It is not foreseen that there will be a negative impact for these individuals in the community if these changes are approved and implemented but rather a positive impact.</p>
Pregnancy & maternity	<p>It is not foreseen that there will be a negative impact for these individuals in the community if these changes are approved and implemented but rather a positive impact.</p>

Possible Impact on Equalities Communities, whether or not you will address the impact	Actions to be included in the proposal
Religion and belief	It is not foreseen that there will be a negative impact for these individuals in the community if these changes are approved and implemented but rather a positive impact.
Sexual orientation	It is not foreseen that there will be a negative impact for these individuals in the community if these changes are approved and implemented but rather a positive impact.
Transgender	It is not foreseen that there will be a negative impact for these individuals in the community if these changes are approved and implemented but rather a positive impact.
Any other relevant specific groups	

5.2	Next Steps
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5.2**Next Steps**

In the table above you have identified 'actions to be included in the proposal'. Some of these will be in-hand (already acknowledged and mitigating actions are underway) but some may be new.

So that we can more clearly demonstrate what has changed as a result of this equalities impact assessment, please list below new actions identified and say when and how you will put these new actions into practice.

Ensure that translation services are available. Ensure that the approach of consultation is adapted and relevant to all communities as necessary.

Further consultation will be carried out with the Neighbourhood Partnerships. An evaluation exercise will be carried for each phase of delivery to determine the impacts.

Step 6	Meeting the aims of the public sector equality duty
<p>In this section you should summarise the relevant equality issues (including significant adverse impacts that you are unable to mitigate) and set out how consideration of the public sector equality duty aims has been taken into account in developing the proposal.</p>	
6.1	<p>Describe how, in completing steps 1-5, you have given due regard to the three aims of the public sector equality duty (a-c above).</p> <p>Any achieved reduction in speed on the city's residential streets rather than in one area will have a positive benefit to all communities. This clearly has a positive impact in terms of promoting equality of opportunity for Bristol's residents. It also has the potential of creating more people centred spaces in our streets rather than traffic dominated spaces and this may have a positive impact in promoting good relations between different equalities communities.</p>
<p>This section serves as an executive summary of the proposal and can be duplicated into any reports for decision-makers with an electronic link to the full equalities impact assessment (or include full EqlA as an appendix if needed).</p>	

Step 7	Monitoring arrangements
7.1	<p>If your proposal is agreed, how do you plan to measure whether it has achieved its aims as described in 2.1. Please include how you will ensure you measure its actual impact on equalities communities?</p>

	We will seek feedback from communities as to the impact of the project and learn from this feedback in rolling the project to the next phases.
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Step 8	Publish your EqIA
8.1	<p>Ensure the EqIA is signed off by a Service Director and the Directorate Equalities Adviser.</p> <p>Signed: _____ Signed: _____</p> <p>Service Director: _____ Directorate Equalities Adviser: _____</p> <p>Date: _____ Date: _____</p>
8.2	<p>Can this EqIA can be published on the web. Yes/No</p> <p>If no, please explain why the proposal is confidential and cannot be published</p>
<p>Contact Communications and Marketing Team or your Directorate Equalities Adviser to arrange to publish the equalities impact assessment on the Equality and Diversity web pages.</p>	

Appendix 3

Eco Impact Checklist

Title of report: Citywide Rollout of 20mph speed limits				
Report author: Andrew Whitehead				
Anticipated date of key decision: 28 July 2012				
Summary of proposals: The rollout of a 20mph speed limit across the city.				
Will the proposal impact on...	Yes/No	+ive or -ive	If yes...	
			Briefly describe impact	Briefly describe Mitigation measures
Emission of Climate Changing Gases?	unknown		The relationship between speed and emissions for vehicles at low speeds shows that there is a small increase in CO ₂ emissions for vehicles reducing in speed from 30mph to 20mph. This small increase attributable to some vehicles is likely to be offset by indirect benefits of the scheme. *Please see 'significant impacts' below.	Ongoing monitoring
Bristol's vulnerability to the effects of climate change?	Yes	-ve	Improved Neighbourhoods: Section 122 of the Road Traffic Regulation Act 1984 places a general duty on Councils to consider the effect of proposals on amenities and localities in terms of preservation and improvement of the area. We believe that reduced vehicle speeds will result in increased numbers of people walking and cycling and will therefore improve the area covered by	

			<p>the speed limit. Section 122 also refers to the safety and convenience of public transport users and creating a safer environment where people feel more comfortable walking may result in increased patronage of public transport.</p>	
Consumption of non-renewable resources?	Yes	-ve	There will be minor impacts from the production of new signs.	
Production, recycling or disposal of waste	Yes	-ve	There will be minor impacts from the removal/disposable of redundant signs.	
The appearance of the city?	Yes	+ve	<p>Signage: The scheme will require Terminal Signs (600mm in size) at 20mph entry points and Repeater Signs (300mm in size) at regular intervals along the 20mph limit roads.</p> <p>Sense of Safety: If successful in reducing traffic speeds and encouraging more local walking and cycling this should help increase natural surveillance, and hence deliver the council priorities of: (1) Reducing crime and antisocial behaviour; and (2) Better Neighbourhoods -through tackling the fear of crime.</p>	<p>Signage: The scheme will be designed to minimise the number of signs and street clutter wherever possible, but signage has to be provided in accordance with DfT guidance and the Traffic Signs Regulations and General Directions 2002. If the signage for the scheme does not meet the required guidance, the speed limit would be unenforceable. *AT entry/exit locations where there would potentially be a high amount of signage, redundant signs are being removed to avoid further street clutter. This will minimise visual intrusion and avoid information over-load to all road users.</p>
Pollution to land, water, or air?	Yes	-ve	Noise Pollution: As part of the pilot	Where works will take more than 6 weeks to

			areas we commissioned the Environment team at BCC to carry out a noise modelling study. The scheme had a negligible effect on traffic noise.	complete contractors will register with the considerate constructors scheme and as a minimum achieve a 'certificate of compliance' level.
Wildlife and habitats?	No	N/A	Loss of green space.	With the loss of the raised green area greening and planting will take place at the site. The Natural Environment Team will be consulted on the planting scheme to ensure a high quality space is created which maximises the biodiversity potential within the development site.

Consulted with: Andrew Edwards

Summary of impacts and Mitigation - to go into the main Cabinet/ Council Report

The relationship between speed and emissions for vehicles at low speeds shows that there is a small increase in CO₂ emissions for vehicles reducing in speed from 30mph to 20mph. This small increase attributable to some vehicles is likely to be offset by indirect benefits of the scheme.

The proportions of vehicles currently travelling at near 30mph (average speed) is likely to be low on most roads affected by the scheme, and therefore the mean reduction in speed after the 20mph speed limit is introduced will be small, leading to a lower increase in emissions than indicated by the purely technical assessment of emissions according to the emissions factors. As part of the air quality assessment for the pilot scheme the effect on air quality was too small to be measurable.

More considerate and calmer driving could offset a small increase in CO₂ emissions from drivers currently driving at near 30mph. Recent research by TRL has indicated that the use of generic cycles in calculating emissions may underestimate real emissions as the drive cycles do not take account of aggressive driving in real- world situations. It can be argued that the introduction of 20mph speed limits would decrease aggressive driving in relation to the previous regime and therefore reduce emissions.

The primary purpose of the scheme is to improve road safety, making sustainable travel modes more attractive to road users, so a small increase in CO₂ emissions for a limited subset of vehicles should not be a strong argument against the introduction of the scheme. Furthermore, there are indirect effects of the scheme that are not easily assessed, such as the reduction in CO₂ emissions realised from modal shift to sustainable modes and benefits to quality of life for local residents.

Checklist completed by:	
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Date:	22 May 2012
Verified by Sustainable City Group	Andrew Edwards and Steve Ransom