

## **City Centre 20mph Speed Limit Proposals – Additional Information**

### **ENGAGEMENT FEEDBACK**

A questionnaire seeking public opinion on the proposals was made available on the Councils website in March and April, the proposals were also circulated to formal consultees such as Public Transport Operators and Emergency Services. At this stage of the proposals all roads within the city centre with the exception of the southern relief route and some roads which the tram runs at a higher speed on were included in the proposals.

We received 421 responses, with the majority of people telling us they will mainly access the city on foot, by bike or by public transport, once all Covid-19 restrictions have been lifted. In total, 71 per cent of respondents agreed or strongly agreed that reducing the city centre speed limit to 20mph would make the centre safer for pedestrians and cyclists. Sixty-one per cent said doing so would improve the city centre.

### **EXCLUSION OF MAIN ROUTES**

During the initial engagement period we received a number of requests to exclude some of the more 'major routes' through the city centre from the 20mph speed limit and retain the existing 30mph speed limit on these roads. Concerns regarding the inclusion of some of these roads was also raised by Public Transport Operators and Nottinghamshire Police. Having considered this feedback we have removed the following roads from the 20mph speed limit proposals which are shown in yellow on the drawing; Huntingdon Street, Glasshouse Street, Wollaton Street, Derby Road, Maid Marian Way, Castle Boulevard, Wilford Street, Waterway Street West, London Road, Pennyfoot Street, Queens Road, Bellar Gate, Cranbrook Street, Glasshouse Street, Southwell Road, Manvers Street, King Edward Street, Lower Parliament Street (between Glasshouse Street and London Road), Fisher Gate, Hollowstone, Belward Street, Hockley, Sheriffs Way, Greyfriar Gate, Tollhouse Hill, Woodborough Road, Waverley Terrace, Goldsmith Street (from its junction with Shakespeare Street to Peel Street), Waterway Street West, Meadows Way (from its junction with Arkwright Street to Wilford Road).

As Nottingham City Centre develops and further changes are made to the road network in the future these roads may be reconsidered for inclusion within the 20mph speed limit.

### **ENFORCEMENT**

The 20mph speed limit is proposed to be highlighted by appropriate signage at the entrance/exit to the speed limit and within the limits themselves; through the introduction of smaller 20mph speed limit signage mounted on lamp columns. At the current time we are not considering the implementation of additional traffic calming or speed cameras to enforce the speed limit.

There will be no additional enforcement to the existing city speed enforcement conducted by Nottinghamshire Police provided as part of these proposals. Should local residents and businesses have speeding concerns then Community Speedwatch Groups can be formed to help monitor speeds within the City Centre. If the Speedwatch Group identifies a road where there is a speed problem then the police will be able to take further action. This will mean that there is a local group to investigate local speeding concerns and that the police can then focus their very limited resources targeting sites where speeding problems have been measured and quantified. If you would like to volunteer for Speedwatch please email [road.safety@nottinghamcity.gov.uk](mailto:road.safety@nottinghamcity.gov.uk)

## FUNDING

The funding for this scheme has been allocated by the Government's Active Travel Fund after monies were bid for by Nottingham City Council. This money can therefore only be spent on schemes aiming to increase sustainable transport and encourage walking and cycling within the city. We are unable to spend this funding on any other highway or non-highway projects.

## CITY CENTRE WIDE APPROACH

We have adopted a city centre wide approach so that the benefits, as listed in the recent letter, are spread throughout the city centre streets as opposed to just targeting specific attractions, retail and amenities. We hope that slower, safer speeds will encourage people to walk and cycle more especially for short journeys. The problem with just targeting destinations is that people still have to travel to get to them – currently on roads where they may not feel safe to do so by any other means than by car.

## ADDITIONAL ROAD EXCLUSIONS

Please be assured that the scheme is not finalised and that the current consultation is a two-way process. One of the main reasons for consulting with all properties within the city centre is to ask which roads they feel should be included or may be unsuitable for inclusion in the scheme and kept at 30mph. A similar process was followed during the consultation process for the residential area 20mph schemes which were implemented across Nottingham where a number of 'local through roads' were excluded from the final scheme following consultation.

## EMISSIONS / NOISE

If we can get more people walking and cycling then this in turn can bring about a reduction in motor vehicle use and an improvement in air quality. The majority of emissions from vehicles are created during acceleration and braking. Reducing the speed limit has been shown to help improve traffic flow and create smoother driving conditions for all, requiring less acceleration and braking making it simpler to join from junctions and filter more easily. The reduced length of queues means that vehicles can move about more smoothly, without an endless cycle of starting, stopping and queuing. As with emissions, most traffic noise is also a result of sharp acceleration and braking.

## ENCOURAGING WALKING AND CYCLING

As there are a number of major cities across the UK which have implemented 20mph speed limits in their city centres we have also been able to consider the specific benefits and ways that a lower speed limit can improve sustainable transport use. It has been shown that introducing a 20mph speed limit can give individuals more confidence to walk for part of their journey and utilise public transport for the remainder. It can also help to create a mode shift away from car use. Encouraging those with car access not to choose driving, can often be achieved by making the alternatives more attractive, a 20mph limit helps to do so by creating a safer, less polluted, quieter, and friendlier feeling environment.

Many cities have also seen a reduction in traffic volume as walking and cycling levels rise following the introduction of a 20mph speed limit. In our 20mph residential areas throughout Nottingham after surveys showed that cycling and walking levels have increased.

## ROAD TRAFFIC COLLISIONS

The reason for introducing 20mph limits is not solely to achieve a reduction in accident levels. It is hoped that the introduction of 20mph speed limits will help to increase the levels

of cycling and walking in the city making it more friendly and useable for everyone, further adding to the environmental benefits of the scheme.

Accident data can be provided upon request from the road safety team. Reported injury accidents are also displayed on Nottingham Insight on the Nottingham City Council Website;. [Home - Nottingham Insight](#).

The Accident Investigation Team monitor all reported injury related accidents across Nottingham City and where funding is available implement appropriate remedial measures specific to the site.