LONDON BOROUGH OF
RICHMOND UPON THAMES

Richmond upon Thames – 20mph Consultation Community Conversation

What is being proposed?

Reduce the speed limit on all roads in the borough, excluding the A316 and A205. This will replace the existing policy under which 20mph zones were allowed to be implemented on a requested area basis.

Why all roads?

- **Safety:** The majority of our accidents, injuries and fatalities occur on major roads in the borough
- **Simplicity:** Avoids uncertainty about speed limit across the borough
- **Savings:** The whole borough option will cost £700,000, whereas a partial deployment will cost £1.5million
- **Straightforward:** Wherever we draw the line on 20mph, there would be residents that want 'their' road in or out of the scope we would set for 20/30mph

Current picture of speeds in across the borough

- 168 locations recently surveyed in the Borough looking at speed, volume and vehicle classifications
- Survey data highlighted an average mean speed across the borough of **21.9mph.**
- Approximately 1/3 of all average mean speeds are over 24mph.

Richmond is moving – the wrong way

Casualties								
	Richmond Roads Only				Including TfL Roads			
	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total
2015	0	30	307	337	0	38	417	455
2016	1	38	326	365	1	47	455	503
2017	2	59	324	385	3	74	436	513

+14.2%

+12.7%

- Trend in outer London from 2016 to 2017. showed overall 2% drop in all casualties
- In LBRUT over same period, there was a 2% increase

(SOURCE: Transport for London)

The 2017 data from TfL was subject to a new methodology for accident classification. TfL have provided the Council with a 10 year timeline (with data unchanged by the new methodology) so year on year comparison can be made. This shows Killed and Seriously Injured (KSI) numbers going up from **69** in **2015** to **77** in **2017**. Total accident numbers are still awaited.

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The financial impact

- The cost of a ‘slight’ classified accident alone is £22,300
- Richmond Council experiences 436 slight accidents a year.
- A moderate reduction in slight collisions of 6% (26), would yield a saving of £579,800
- Such an impact would mean the cost of the scheme would pay for itself in just over a year.
- This excludes the average cost of a ‘serious’ classified accident at £206,517 and a fatality at £1,790,203.
- Over the last five years, we have unfortunately experienced seven fatalities and this alone adds a cost of over £2.5m per annum to the taxpayer.
    - (SOURCE: Department of Transport)

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Joining with the rest of London

LONDON BOROUGHS & 20mph

March 2018

Legend

- Adopted 20mph on all/ almost all borough roads
- Voted to adopt/adopted 20mph on non-arterial borough roads (or roads in that part of the borough)
- Adopted/policy to adopt 20mph on residential roads (and limited number of other roads (eg town centres))
- Boundary Inner & Outer boroughs

Abbreviations and Notes

H&F	Hammersmith and Fulham
K&C	Kensington and Chelsea
CoL	City of London
*1	Acton - part of LB Ealing
*2	Chiswick - part of LB Hounslow

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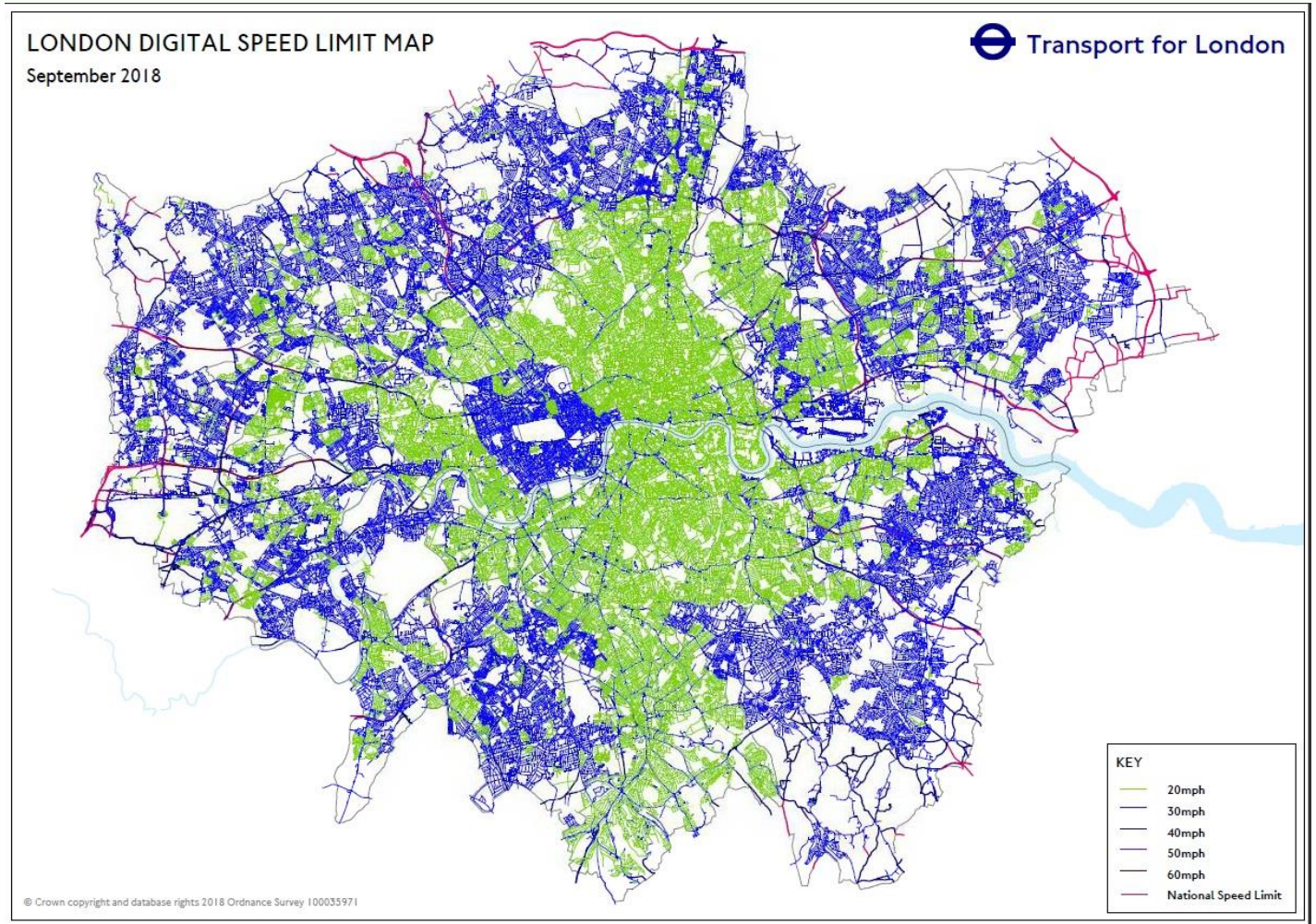
Department for Transport report – headline benefits

- High support following implementation from cyclists (81%), residents (75%), other drivers (66%).
- Net support for the scheme increased after implementation (+58% to +63%).
- Median speed has fallen by 0.7mph (residential areas) and 0.9mph (city centre), with faster drivers' speeds dropping further (by -1.1mph (residential areas) and by -1.6mph in (city centre) for 85th percentile speed).
- Brighton Phase 1 saw a reduction in overall collisions (-18%) and overall casualties (-19%), pedestrian casualties (-29%).
- 5% of residents surveyed said that they are walking more, and 2% said that they are cycling more, since the introduction of the 20mph limits.

- Some households reported that their children are cycling more often since the introduction of 20mph limits (9% with children aged 6-10 and 6% with children aged 11-14).
- Residents said that keeping traffic below 20mph makes it more likely they will walk (16%) or cycle (9%) to local places rather than use the car. (SOURCE: Department of Transport)

Expressed differently - Green is 20mph



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What did they find?

- Most evidence points to average speed reductions of 1-2mph
  - City of London – 1.5mph speed reduction (SOURCE: City of London)
  - Southwark – 1.8mph speed reduction and 6% drop in drivers travelling over 30mph (SOURCE: Cross River Partnership)
  - Tower Hamlets – 1.4mph speed reduction and number of ‘fatal’ and ‘serious’ casualties reduced by 20% and 22% respectively (SOURCE: Tower Hamlets)
  - Wandsworth – 1mph speed reduction
  - Islington – 1mph speed reduction (SOURCE: Road Safety Knowledge Centre)
- For every 1 mph reduction in speed is assessed to be equivalent to a 5% reduction in accidents. (SOURCE: Atkins report)

Road Safety – Impact Facts

- 20% chance of pedestrian fatality when hit at 30mph compared to a 2.5% chance at 20mph (SOURCE: ROSPA)
- 12% reduction in casualties in first year of 20mph limit in Brighton. (SOURCE: Brighton and Hove)
- 21% lower injury odds for cyclists from the introduction of 20mph limits alone (SOURCE: University of Westminster)

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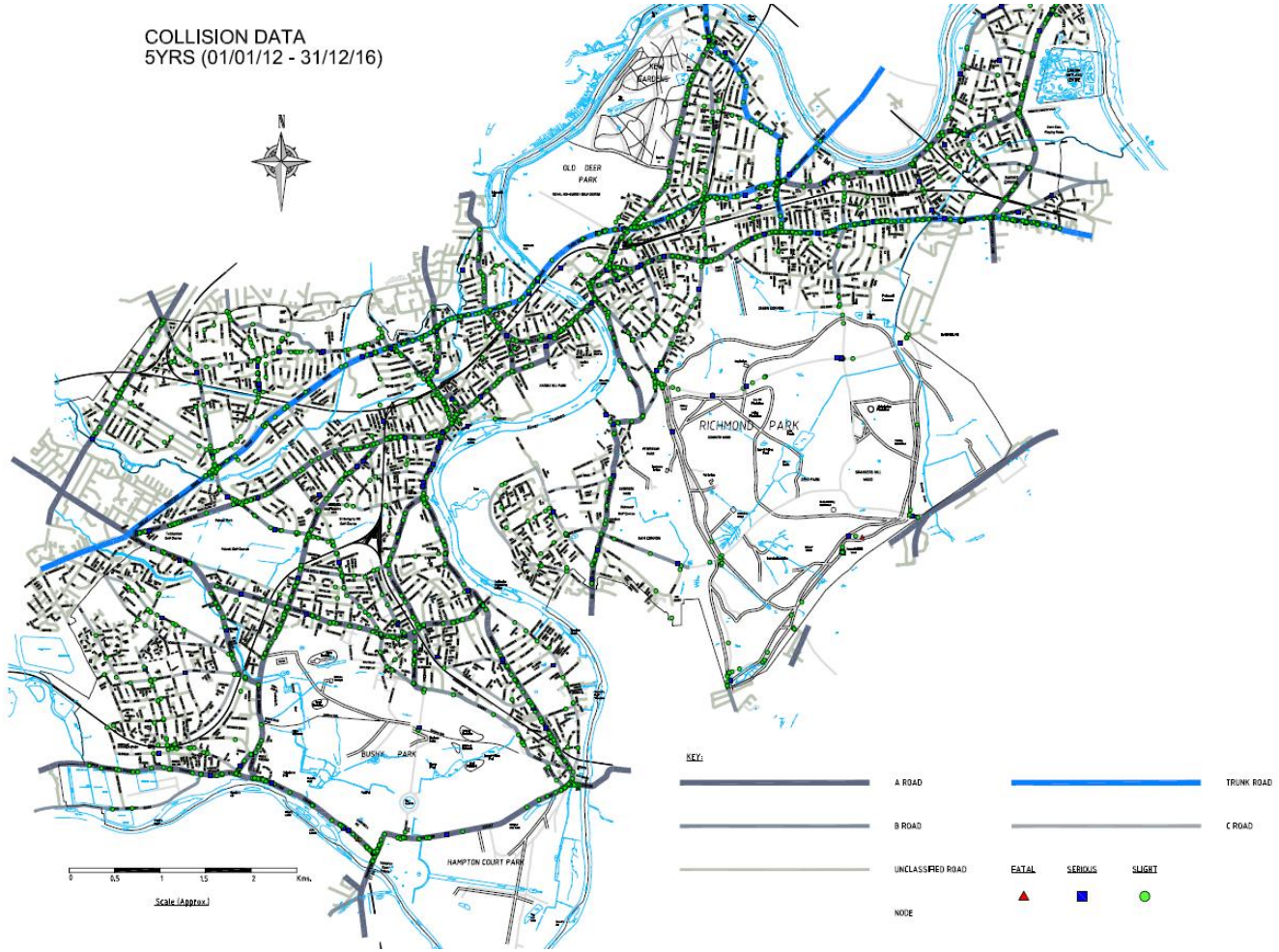
Road Safety – What is the picture in the borough?



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Examples: Bristol, Portsmouth and Edinburgh

Table 4: Estimated casualties avoided per year across Bristol			
Severity	**Number of casualties avoided per year**	**Estimated value of prevention, per casualty**	**Estimated value of total casualty savings per year**
Killed	4.53	£1,971,998	£8,933,150.94
Serious	11.3	£228,149	£2,578,083.70
Slight	159.27	£23,514	£3,745,075
Totals	175.1	£2,223,661	£15,256,309

- In Bristol, there was an average speed reduction of 2.7mph (SOURCE: Bristol 20mph Limit Evaluation).
- Pilot schemes in Edinburgh and Portsmouth indicated an overall reduction in speed of between 0.9mph and 1.9mph on roads where 20mph limits were implemented. In Portsmouth, an average reduction of 6.3mph was seen on roads that were characterised by speeds of over 24mph before the lower limits were introduced. The city also showed a 22 per cent reduction in reported road casualties where 20mph maximums had been introduced. (SOURCE: Atkins for Portsmouth / Edinburgh Council)
    - In Bristol and Edinburgh, 20mph limits have led to increases in people choosing to walk (up to 10 per cent) or cycle (up to 5 per cent). (SOURCE: ROSPA)

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The Impact on Journey Times

- 2/3rd of all car trips in London are less than 5km (3.1miles)
  (SOURCE: London Travel Demand Survey 2011/12)
- 1/3rd of all car trips in London are less than 2km (1.2miles).

(SOURCE: London Travel Demand Survey 2011/12)

- If a car was travelling at 30mph for 5km journey the move to 20mph would add roughly 3 minutes.
- If a car was travelling at 30mph for a 2km journey the move to 20mph would add roughly 1 minute.
- However, London cars are driving at an average of just **16.5 miles per hour – so impact much, much, much lower.**

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Our realistic expectation

“It is important to note that success is not defined by all average speeds being under the set speed limit of 20mph – it is about bringing vehicle speeds down closer to 20mph, and assessing any positive impacts of that speed reduction compared to the situation before the introduction of the lower limits.”

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A healthier borough

- 32% reduction in harmful emissions when average speeds drop from 31 to 19mph (SOURCE: Public Health Wales)
- PM2.5 and PM10 also reduce because reduced braking and acceleration. (SOURCE: TfL)
- In South Central Edinburgh active travel went up:
  - 7% increase in journeys by foot
  - 5% increase in journeys by bicycle
  - 3% fall in journeys by car. (SOURCE: Scottish Parliament)
- Biggest impact on air quality is modal shift away from the car.

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Making our streets less hostile for us all

- In urban areas with speeds of between 20 and 35 mph, reducing speeds by 6 mph would cut noise levels by up to 40%. (SOURCE: UK Noise Association)
- A three-fold increase in cycling to schools followed the introduction of 20mph in Edinburgh. (SOURCE: Public Health Wales)

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I heard it didn’t work in Bath?

- Bath and North Somerset introduced 20mph zones not borough wide speed limits as we are doing.
- It means people are entering and exiting different speed zones which can be just as dangerous

Questions:

- Today is an opportunity to ask anything you want to hear more about or to clarify our plans.
- Please don’t forget to respond to the consultation – we want a strong response, whatever your views.

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