

LONDON BOROUGH OF RICHMOND UPON THAMES**CABINET****DATE: 6 SEPTEMBER 2010****REPORT OF: CABINET MEMBER FOR TRAFFIC****LEAD OFFICER: HEAD OF HIGHWAYS AND TRANSPORT****SUBJECT: EXECUTIVE RESPONSE TO RECOMMENDATIONS OF THE ROAD SAFETY 20MPH SCRUTINY TASK GROUP****WARDS: ALL****KEY DECISION?: NO****IF YES, IN FORWARD PLAN?: NO****For general release****1. PURPOSE OF THE REPORT**

- 1.1 This report sets out the response of the Cabinet to the report of the Road Safety 20mph Scrutiny Task Group.

EXECUTIVE SUMMARY

- 1.2 At the March meeting of the Environment and Sustainability Overview and Scrutiny Committee considered the findings of a cross-party task group that had examined the issues surrounding the introduction of 20mph speed limits and 20mph zones. This report responds to the 6 specific recommendations made by the task group.

2. RECOMMENDATIONS

- 2.1 **That the Cabinet agree the Executive response to the recommendations of the Scrutiny Task Group as set out in Appendix 1.**

3. DETAIL

- 3.1 Road safety is an ongoing concern for all transport and highway authorities. The London Borough of Richmond upon Thames (LBRuT) has a strong commitment to ensuring the safety of all road users and is more than 2 years ahead of current targets for reducing casualties.
- 3.2 At the meeting of the Environment and Sustainability Overview and Scrutiny Committee on 24 June 2009, Members agreed that there was value to be added by establishing a Task Group to look at not just how our roads could be made safer, but also the environmental impacts of traffic calming measures and how we might encourage more cycling and walking.
- 3.3 The Task Group looked at a number of issues. However, its focus was on examining the impact of vehicle speeds on local streets, the benefits of reducing speeds and the strategies that might be used. The study was framed within ongoing developments at both national and local levels in relation to 20 mph zones and 20 mph limits.
- 3.4 A 20 mph zone is a speed-controlled area where the reduced speed limit is enforced through the implementation of physical traffic calming measures and/or speed cameras. In many cases 20 mph zones are shown to deliver significant benefits in casualty reduction and there are a number that have already been implemented across the borough. However, the physical measures required, such as humps and raised tables, are expensive to construct and maintain and can be unpopular with residents.
- 3.5 A 20 mph limit is the introduction of a reduced speed limit through signage alone, relying on the nature of the street environment to ensure lower speeds without physical changes being introduced. A 20mph speed limit is only suitable for roads where vehicle speeds are already low, such as where the street is narrow, heavily parked etc.
- 3.6 20 mph limits have not yet been widely implemented in the United Kingdom and therefore the evidence of their impact is as yet unclear. The first significant implementation of 20 mph speed limits was in Portsmouth.
- 3.7 The task group recommends that based on the available evidence this borough should undertake a pilot programme to determine whether 20mph limits would be effective.
- 3.8 Both 20mph limits and 20mph zones can contribute to improved road safety, Importantly, however, the task group acknowledges that while the advantages are widely understood in specialist circles there needs to be improved communication with residents and road users over the benefits.
- 3.9 The Task Group has made six recommendations and detailed responses to each have been given in Appendix 1.

4. CONSULTATIONS AND ENGAGEMENT

- 4.1 Following Task Group recommendations, in consultation with the Cabinet Member for Traffic, scheme-selection-criteria has been established and shared with the Members (Appendix 2). All Ward Members have been

approached to nominate residential road(s) in their Wards for consideration. The consultation period ended in July and the nominations are currently being assessed against the criteria.

5 FINANCE AND EFFICIENCY IMPLICATIONS

- 5.1 The estimated cost of any pilot 20mph speed limit scheme is £30,000 and funding would be sought from the current Local Implementation Plan (LIP) allocation from Transport for London (TfL).

6. POLICY IMPLICATIONS/CONSIDERATIONS

- 6.1 The proposal conforms to the Council's policy on promoting road safety as well as enhancing local environment.
- 6.2 The proposal is also in line with an approval to encourage motorists to drive appropriately for the conditions on the road by raising awareness and through non-penal speed control measures.

7. RISK ASSESSMENT

- 7.1 There are no significant financial or implementation risks arising from the proposed pilot 20mph speed limit pilot.

8. EQUALITY IMPACT/CONSIDERATIONS

- 8.1 There are no specific equality considerations arising from the proposal. The scheme is expected to make a positive contribution through safer conditions for all, particularly for the most vulnerable road users i.e. pedestrians, cyclists, children and elderly.

9. LEGAL IMPLICATIONS

- 9.1 There are no specific legal implications arising from this scheme. The 20mph speed limit roads have been tried and tested in a number of towns and cities across the country.

10. ENVIRONMENTAL STATEMENT

- 10.1 A key element of the recommendations is to examine ways in which the impact of speed control measures on the local environment can be minimised, with the potential to deliver significant benefits.
- 10.2 Should it be introduced the overall impact of a 20mph speed limit on the environment is likely to be neutral as the roads which would be included in the scheme are those which had been found to already have low average speeds.

11. BACKGROUND DOCUMENTS:

Road Safety / 20 MPH Scrutiny Task Group Final Report TG No. 46 March 2010

12. CONTACTS

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Appendix 1 – Response to recommendations

	KEY RECOMMENDATIONS	RESPONSE	COMMENT
1	The Council should capitalise on the flexibility offered under Transport for London's new funding mechanism to broaden its approach towards road safety. Whilst acknowledging the need for engineering measures to target sites with a poor safety record, the focus should also be on lowering speeds to improve environment and quality of life, building communities and promoting walking and cycling, particularly in residential streets.	Noted	This will be considered as part of the Borough's second Local Implementation Plan (LIP) for Transport that is required to be prepared in response to the second Mayor's Transport Strategy that was published in May 2010.
2	<p>Working closely with Transport for London, the Council should work towards introducing 20mph speed limits, including 20mph zones, on its residential and unclassified roads.</p> <p>This should be achieved under a phased programme focusing initially on: narrow residential streets (including cul-de-sacs) where speeds are already low, traffic calmed roads including those where engineering measures can be substituted with electronic enforcement means and High Streets in business districts.</p>	Noted	<p>Where there are clear benefits of introducing 20mph zones/limits then these will be considered as part of any programme for the delivery of safety schemes across the Borough.</p> <p>However it must be acknowledged that there are a range of strategies available and we must be sure that we implement measures which are appropriate for the location, deliver value for money and which, importantly, have the full support of the local community.</p>

	KEY RECOMMENDATIONS	RESPONSE	COMMENT
3	<p>A pilot 20mph speed limit scheme (Portsmouth style) without physical speed restriction features e.g. road humps, chicanes, build outs etc should be introduced in 2010-11.</p> <p>Police, residents and other stakeholders should be proactively engaged to win a broad based support for the pilot.</p> <p>The Council's Urban Design team should be involved in designing the pilot to (where practical) subtly alter the visual appearance of the street to influence drivers' behaviour towards considerate driving.</p>	Agreed	<p>Funding for a possible trial has been identified within the existing Local Implementation Plan allocation for 2010 – 2011.</p> <p>The Council would seek to involve the widest possible range of stakeholders to ensure a successful trial and will ensure that the broadest range of options, including changes to streetscape, are incorporated within the trial programme.</p> <p>Consultation with affected residents will be central to the development of the pilot programme and its evaluation.</p> <p>The introduction of any scheme must be viewed in respect to the local and national budgetary provision.</p>
4	The pilot scheme should be monitored in pre and post construction scenarios both for quantitative (reduction in speed and collisions) as well as qualitative (residents' level of satisfaction) benefits. The lessons of the pilot should be reported to the Environment and Sustainability OSC and the relevant Cabinet Member.	Noted	At the conclusion of any pilot officers will report to the Cabinet Member for Traffic and the Environment and Sustainability Overview and Scrutiny Committee with their findings and with recommendations for future implementation.
5	That when consulting or informing the general public about the introduction of road safety measures, such as 20mph limits or zones, the Council should provide a clear explanation about the measures and how they differ.	Agreed	It is agreed that residents/stakeholders are fully appraised of key aspects of any scheme/design and are given an opportunity to make their views known..
6	That Cabinet notes and supports the "Council Officer Response/Scrutiny Recommendation" as detailed in Appendix F of this report.	Noted	The comments in Appendix F of the Scrutiny Task group are noted with specific comments on the recommendations indicated above. .

Appendix 2 - Scheme implementation and assessment methodology

Selection Criteria

- The geometry and/or lay out of the road(s) should lend itself to lower speed limit (existing average speeds should not be greater than 24mph)
- Road(s) to have poor road safety record (personal injury accidents as well as perception of residents).
- Must be a residential street - no classified roads.

Scope of Design/Implementation

- No physical vertical or horizontal deflections - no road humps, speed tables/cushions or road narrowing etc.
- Enhanced and innovative (DfT approved) signage and road marking delineation.
- Softer environmental improvements e.g. trees/planters adjustment in parking bays/street lighting etc.
- Improvements for pedestrians/cyclists - dropped kerbs, cycle stands, tactile paving etc.

Assessment Methodology

Both, pre and post scheme implementation, quantitative and qualitative surveys on:

- Road Safety, accident record, resident's perception of safety.
- Number of people/children walking/cycling on street.
- Vehicles speeds (spot/average).
- Resident's perception - whether the scheme was successful in its objectives (in their opinion).

Future Plans

If successful, the programme will be made permanent and more areas will be selected for 20mph speed limit roads.

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