

<b>Committee(s):</b> Streets and Walkways Sub-Committee – For Decision	<b>Date(s):</b> 3 December 2019
<b>Subject:</b> 20mph Speed Limit Extension	<b>Public</b>
<b>Report of:</b> Director of Built Environment	<b>For Decision</b>
<b>Report author:</b> Gerry Lightfoot	

### **Summary**

To improve road safety and support their Vision Zero Strategy, Transport for London are implementing a 20mph speed limit on their street network across central London. Within and bordering the City, this includes Victoria Embankment, Upper Thames Street, Lower Thames Street, Byward Street, Tower Hill, Minories, Goodman's Yard and Mansell Street.

TfL's proposal provides an opportunity for the City Corporation to introduce a 20mph speed limit on the few remaining streets south of Upper and Lower Thames Street which are still subject to a 30mph limit. This would complement TfL's proposal by helping to avoid potential confusion over the speed limit, reducing the need for additional signage and helping to improve road safety overall. It will bring all streets within the City of London into a 20mph speed limit. To leave these streets at 30mph would be inappropriate.

### **Recommendation(s)**

Members are asked to approve the making of a Traffic Management Order to extend the City's 20mph speed limit to include the streets south of Lower Thames Street and Upper Thames Street subject to TfL implementing a 20mph limit on those streets.

### **Main Report**

#### **Background**

1. When the City Corporation introduced the 20mph speed limit across most of the City (see Appendix 1) in July 2014, the streets south of Lower Thames Street and Upper Thames Street were excluded. Those streets consisted mainly of short cul-de-sacs where speeds are already low. They were excluded because Upper/Lower Thames street remained at 30mph and a disproportionate amount of signage would be required, with benefits likely to be limited.

#### **Current Position**

2. To improve road safety and support their Vision Zero Strategy, TfL have decided to proceed with the introduction of a 20mph speed limit on their street network across central London. Within and bordering the City, this includes Victoria

Embankment, Upper Thames Street, Lower Thames Street, Byward Street, Tower Hill, Minories, Goodman's Yard and Mansell Street. TfL's proposals include raising the height of carriageways at pedestrian crossings, putting up speed limit signs and road markings, and recalibrating existing safety enforcement cameras.

3. TfL's proposal provides an opportunity for the City Corporation to revisit and introduce a 20mph speed limit on the few remaining streets south of Upper and Lower Thames Street, which are still subject to a 30mph limit.
4. In June/July 2019, the City Corporation carried out a consultation exercise on reducing the speed limit on these streets. It was co-ordinated with TfL's consultation on their proposals and involved a page on the City's website and linked to from TfL's consultation webpage. As a result, eight responses were received. Five of these were in favour and three against. The responses in favour were very brief with one saying that it would provide safer streets and a second saying that the change should be independent of whatever TfL decides to do. The responses in objection were more detailed raising the issue that lower traffic speeds increase pollution, create congestion and reduce productivity, and that the streets in question are already safe and therefore are unlikely to see the benefit of any reduction in speed. The responses on objection suggested that the respondents were unfamiliar with the area and that traffic volumes are low, speeds are low and there is no record of collisions. With the responses being by email it was not possible to know if they were located in or connected with the City.
5. The legislation for making Traffic Management Orders require that a statutory public consultation is conducted. This took place between September and October 2019. No objections or representations were received.
6. TfL has advised that they intend to introduce their proposals from February / March 2020.

## **Options**

7. There are two options.
  - a. Option 1: do nothing – leave the speed limit on those streets south of Upper and Lower Thames Street at 30mph. This would require TfL to introduce additional signage at every junction or location where the speed limit changes.
  - b. Option 2: change the speed limit on those streets south of Upper and Lower Thames Street to 20mph to coincide with TfL's proposals. No additional speed signage would be required.

## **Proposals**

8. To complement TfL's proposal to reduce the speed limit on their road network, it is recommended that the City also reduce the speed limit on the streets south of Upper and Lower Thames Street (see Appendix 2). This will help to avoid any potential confusion over the speed limit, reduce the need for additional signage

and help to improve road safety overall. It will bring all streets within the City of London into a 20mph speed limit. To leave these streets at 30mph would be inappropriate.

## **Corporate & Strategic Implications**

9. Reducing the speed limit will help to deliver the Corporate Plan outcomes 1: People are safe and feel safe, 9: We are digitally and physically well-connected and responsive and 12: Our spaces are secure, resilient and well-maintained.
10. Reducing the speed limit will also help to deliver the aims of the Transport Strategy including to make the streets great places to walk and spend time, that people using our streets and public spaces are safe and feel safe, that more people choose to cycle in the City and that the Square Mile's air and streets are cleaner and quieter.

## **Implications**

11. The City Corporation is required by the provisions of the Road Traffic Regulation Act 1984 to make a Traffic Management Order under section 84 of the Act to implement a change to the speed limit on the City streets. The cost of this is approximately £1500 and can be met from the Department of Built Environment's Local Risk budget. There are no other cost implications.

## **Conclusion**

12. TfL's proposal to reduce the speed limit on their network provides an opportunity for the City to introduce a 20mph speed limit on the few remaining streets south of Upper and Lower Thames Street which is still subject to a 30mph limit. The change would complement TfL's proposal by helping to avoid any potential confusion over the speed limit, reduce the need for additional signage and help to improve road safety overall. It will bring all streets within the City of London into a 20mph speed limit.

## **Appendices**

- Appendix 1 – Existing 20mph speed limit area
- Appendix 2 - Overview of roads to be reduced to 20mph

## **Background Papers**

Report of the Director of the Built Environment to the Planning and Transportation Committee 8 April 2014 '20mph Speed Limit – Traffic Order Consultation'

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