



Report – Planning and Transportation Committee 20mph Speed Limit Benefits and Dis-benefits Investigation

*To be presented on Thursday, 12th September 2013
To the Right Honourable The Lord Mayor, Aldermen and Commons
of the City of London in Common Council assembled.*

SUMMARY

This report advocates the adoption of a 20mph speed limit in all City streets, including those managed by Transport for London, as part of the City's Road Danger Reduction Plan. This Plan details a range of measures to address the recent rise in the number of road casualties in the City.

RECOMMENDATION

That,

- a) public notice be given of the City's intention to make an order prohibiting the driving of motor vehicles on all streets in the City of London for which the City is the local traffic authority at more than 20mph;
- b) any objections made to the making of the order be reported to your Planning and Transportation Committee for consideration; and
- c) the costs of implementing a 20mph limit be met through Local Implementation Programme funding, with approval being sought to utilise the 'on street parking' reserve' in the event of a shortfall.

The Policy and Resources Committee considered this matter on 26 June 2013, and a number of concerns were raised regarding the introduction of the reduced speed limit. In order to address these concerns, three Member consultation briefing sessions took place in early September and the Chairman will report on those briefings.

MAIN REPORT

Background

1. The City's aim to tackle the recent rise in casualty numbers began with the adoption of the Road Danger Reduction Plan (RDRP) which detailed a range of methods to be undertaken between now and 2020. Many of the minor improvements have either been made or are due to be implemented and the major improvements to Cheapside, where there has been a speed reduction of over 4mph, have been completed. Others, like works to Holborn Circus, are in progress.

2. Consideration has been given to the implementation of a 20mph speed limit on City Streets and in order to establish the impact such a limit would have on the City, an investigation was conducted by officers. The investigation which looked (among other things) at the impact a limit had elsewhere, the effects on air quality, the Department for Transport's speed limit appraisal tool and whether speeds were high enough in the City for a limit to effect any meaningful reduction.
3. The results of the investigation suggest that the reduction in the speed limit would be effective in reducing both the number and severity of collisions, be largely self-enforcing, have no adverse impacts on air quality, have a minimal impact on most journey times and be seen to be contributing towards healthier lifestyles. With the exception of Westminster, all other London Boroughs surrounding the City have adopted a 20mph limit. Adopting a 20pmh speed limit on all City streets would therefore be consistent with other London authorities, and the Mayor's vision for London's streets.
4. The drawbacks are few; these are in particular, increased journey times when roads are quiet and a cost for signage of between £100k and £150k. However introducing a 20mph limit City-wide would be a cost-efficient and practical way of making a radical and effective way to reduce road danger quickly.

Conclusion

5. As part of its Road Danger Reduction Plan your Committee recommends the adoption of the 20mph speed limit in the City to address the increase in casualties that has occurred over the last three years.

All of which we submit to the judgement of this Honourable Court.

DATED: This 25th day of June 2013

SIGNED on behalf of the Committee.

DEPUTY MICHAEL WELBANK
Chairman of the Planning and Transportation Committee