

Committee(s):	Date(s):
Streets & Walkways Planning & Transportation	19 October 2015 27 October 2015
Subject: 20mph Speed Limit	Public
Report of: Director of the Department of the Built Environment	For Information
<p>Summary</p> <p>This report summarises the activities and outcome of the 20mph speed limit scheme that commenced on 20 July 2014. It was introduced as part of the Road Danger Reduction Plan to help reverse the increase in traffic casualties that had occurred in the Square Mile.</p> <p>As a result, the measured average speeds are now 1.5mph lower than they were before the introduction of the 20mph speed limit. This reduction is greater than the 1mph reduction in average speeds forecast by using the Department for Transport (DfT) guidelines for introducing 20mph speed limits.</p> <p>Recommendation(s)</p> <p>Members are asked to:</p> <ul style="list-style-type: none"> • Note the report 	

Main Report

Background

1. On 12 September 2013 the Court of Common Council gave its approval to the introduction of a City wide 20mph speed limit.
2. On 20 July 2014, the City implemented the new 20mph speed limit across the City. At the same time Transport for London (TfL) introduced experimental 20mph speed limits on their two north-south routes (Blackfriars Bridge-Farringdon Street route and London Bridge-Bishopsgate Route) that run through the City. TfL chose not to include the east-west route (A3211 - Lower Thames Street and Upper Thames Street) in the trial.
3. Appendix 1 shows the extent of the 20mph speed limits in the City. It effectively covers the Square Mile in its entirety except for the A3211 route from Victoria Embankment to Aldgate, a number of small streets between it and the Thames, and the boundary streets we share with the City of Westminster.
4. The key objective of the scheme was to contribute to reversing the trend of the increase in traffic casualties in the City. Information published by the DfT

showed that where a 20mph speed limit has been introduced, on average, a 1mph reduction in mean speed was achieved. The DfT information also showed that reduction in speed of 1mph is likely to deliver a 6% reduction in casualties.

Awareness Raising

5. At the time of implementation the City of London Police undertook awareness raising and enforcement activities as part of the change. They spoke to 1500 motorists in the first two months of the new speed limit being in operation.
6. An awareness survey of the 20mph speed limit was also undertaken in June 2015. The results indicate that the vast majority of motor vehicle drivers (82%) know that the speed limit in the City is 20mph. This is significantly higher than a July 2014 survey (undertaken at the launch of the 20mph speed limit) where 62% said they were aware of the new 20mph.

Signage

7. At implementation, the City took a minimal approach to signage for compliance and added 91 new signs (mostly replacing 30mph for 20mph signs) and removed 60 signs (a variety of unnecessary signs in the locations where the City boundary met Islington which was already a 20mph limit), resulting in a net increase of 31 signs. The signs were placed at the entry/exit points between the City and the neighbouring boroughs. In addition to this, 69 carriageway 20mph roundel markings were introduced as repeaters within the area that the 20mph speed limit applied.
8. A few months after implementing the scheme, feedback from the City of London Police suggested there would be value in having extra repeater signs/roundels to ensure the motor vehicle drivers were aware of the new speed limit and to assist with enforcement. As such, 27 repeater signs were added, utilising existing posts thereby avoiding unnecessary street clutter. In addition a further 35 20mph roundel markings were also applied to the carriageway. Providing the additional signs and roundels has almost doubled the number of repeaters and has improved the visibility of the 20mph speed limit in the City.
9. In early 2015, Tower Hamlets changed their speed limit to 20mph in a section neighbouring the City. They are now rationalising the speed limit signs at the City boundary and will remove 26 signs that were installed by the City but are now unnecessary.
10. The City currently has enough signs and repeaters to legally enforce the scheme and our survey work suggests that the vast majority of drivers are aware of the 20mph speed limit. There is of course the argument that more signs might be useful, but striking the right balance between the number of signs for enforcement and their impact on visual amenity seems to be about right.

Enforcement

11. The City Police continue to enforce speed limits in the City. The enforcement system is graduated. That is, vehicles stopped for travelling at speeds of:
 - 24-31mph are given the opportunity to attend a driver awareness course instead of a fine and points on their licence. These are Traffic Offence Reports.
 - 31-34mph or 24-31mph and have attended a driver awareness course already, are given a fine of £100 and lose three points from their licence: Endorsable Fixed Penalty Notices.
 - 35mph or above are required to attend court where they receive a fine, costs and penalty points as considered appropriate by the Magistrate: Summons.
12. In the 12 months from August 2014, there have been:
 - 370 Traffic Offence Reports
 - 180 Endorsable Fixed Penalty
 - 99 Court Summons
13. Also, it appears that the proportion of those caught speeding above 31mph has reduced from above 50% to 25%.
14. The City Police will continue to monitor and enforce the speed limits in the City as necessary.

Monitoring and Outcomes

15. Since the new speed limit was introduced, officers have been monitoring the effectiveness of the lower speed limit.
16. The speed data that has been collected at 46 comparable sites shows that the average speed is 1.5mph lower than before the scheme was introduced. This is higher than the forecast 1mph reduction in average speeds.
17. There was also a reduction in the number of monitored sites found to have a mean speed above 20mph. This reduced from 16 to 7 of the 46 sites monitored.

	Before 20mph	After 20mph
Mean speed =<20 mph	30	39
Mean speed >20 mph	16	7

18. Provisional casualty data over the period of August 2014 until June 2015 indicates one noteworthy observation. The provisional data indicates there has been a continued increase in the number of slight injuries to people walking and cycling. Given the reduction in average speeds that was measured, it could be argued that the increase in casualties would have been higher or of a more serious nature had it not been for the lower speed limit.

Monitoring will continue and a more in depth analysis of casualty data will be reported as part of the Road Danger Reduction Plan. The in depth analysis will be able to take place when the data is confirmed and will be able to refer to:

- trends of collisions in the City (e.g. severity, street type)
- the various influences in the City
- other Road Danger Reduction measures that the City is undertaking
- trends that are occurring outside of the City and
- external factors influencing the outcomes within City.

Air Quality

19. Recalling the Imperial College London study that occurred prior to implementation, it concluded that in general terms:

The effects of a 20mph speed restriction ... were shown to be mixed, with particular benefit seen for emissions of particulate matter and for diesel vehicles. The methodology was validated by consideration of real-world tailpipe emissions test data. It was therefore concluded that air quality is unlikely to be made worse as a result of 20mph speed limits on streets in London.

Other Highway Authorities

20. TfL's experimental traffic order will expire in January 2016 by which time they will have had to have either removed the traffic order, returning the speed limit to 30mph, or keep the 20mph speed limit. A decision on this is expected to be made in December 2015. However, it is worth noting that in March 2015 TfL announced plans for further trials of 20mph speed limits in eight locations.
21. It should be noted that at the introduction of the scheme, the City requested that TfL change the signal timings between junctions so that the "green wave" reflected someone travelling at 20mph instead of 30mph. Unfortunately this change did not take place. We will again suggest such a change, especially if TfL plan to make permanent the 20mph speed limit on two of their routes through the City.
22. In addition to the two local authorities of Islington and Camden, who had implemented their borough wide 20mph schemes before the City, others have now extended their coverage of 20mph speed limits. Both Southwark and Tower Hamlets have 20mph speed limits on all of the streets they manage. Appendix 2 shows a summary of where 20mph speed limits have been implemented in Inner London.

Next Steps

23. We will undertake a further 20mph awareness survey in summer 2016.

24. Further analysis of the casualty data will be collected up to summer 2016 (two years after the scheme was introduced) and again the following summer.
25. The Road Danger Reduction Plan will continue to report on casualty data including looking at the ratio of killed and seriously injured to slight injuries.
26. We will communicate our desire to TfL that the signals timings should be changed to reflect a 20mph green wave instead of a 30mph green wave.

Conclusion

27. Adoption of the 20mph speed limit in the City has resulted in a reduction of average speeds of 1.5mph, which is slightly better than expected. The City Police will continue to enforce speed limits in the City whilst collision data will be monitored and reported to Members as part of the Road Danger Reduction Plan.

Appendices

- Appendix 1 – Map of 20mph speed limit streets in the City of London
- Appendix 2 – Map of 20mph speed limits in inner London

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