

<b>Committees:</b>	<b>Dates:</b>
Safer City Partnership	30 January 2017
<b>Subject:</b> 20mph Speed Limit Interim Update	<b>Public</b>
Report of: Director of the Built Environment	<b>For Information</b>

### **Summary**

Comparing data for the period two years prior and two years post implementation, speeds have reduced from 22mph to 20mph and there has been a significant fall in the number of killed and seriously injured casualties in the City.

### **Recommendations**

- It is recommended that Members to note the contents of this report

### **Main report**

This note is an update on the outcome of the 20mph speed limit scheme that commenced on 20 July 2014. The speed reduction scheme 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. A plan showing the extent of the 20mph speed limits in the City is overleaf.

The final note is not available at this time as the collision data has only recently become available. This data will be used by our consultants to undertake a detailed collision study for the two years prior versus the 2 years post implementation.

### **Outcome – speed reduction**

Methodology: Loops were used on street in 43 identical locations within the City on the three occasions to gather comparable data.

Average mean speeds in the City pre-implementation were recorded at 22mph.

Data recorded in mid-2015 showed that mean speeds had dropped 1.5mph to 20.5mph.

A further speed study undertaken just over two years after implementation in October 2016 found that mean speeds had dropped consistently across different locations with an average of 20mph recorded.

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.

The City's findings conclude that the 20mph limit is helping to reduce traffic speeds.

### **Outcome – awareness**

Methodology: For each study, approximately 150 responses were captured, a roughly equal measure of cyclists, pedestrians, motorcyclists, vehicle drivers, and taxi drivers.

An awareness survey was undertaken at the launch of the 20mph speed limit in July 2014 at which 62% of those surveyed were aware of the new 20mph.

This survey was repeated in June 2015. The results indicate that the vast majority, 82%, of motor vehicle drivers know that the speed limit in the City is 20mph.

A further awareness survey was undertaken in November and December 2016 in which 81% of motorists surveyed were aware of the speed limit. Of the motorists, motorcyclists had the lowest awareness at 71%.

### **Outcome – collision reduction**

Methodology: TfL's AccStats data is used for comparison. Please note the data used is provisional at this stage. The 2016 casualty data will only be confirmed in July 2017.

In the two years prior to implementation there were a total of 723 casualties in the City including 120 KSIs.

In the two years post implementation there were a total of 789 casualties in the City including 94 KSIs.

Table showing casualty comparison

	Two years pre implementation	Two years post implementation	% change
Total casualties	723	789	9% increase
Total KSI	120	94	22% decrease

Casualty numbers have increased 9% in the two years pre implementation and two years post implementation. The number of people employed in the City broadly increase by 5% each year with the majority being pedestrians and cyclists which would suggest these numbers are actually falling in real terms.

Crucially, KSI numbers in the same period have decreased from 120 to 94, a reduction of 22%. This provides evidence that the streets in the City have become safer for users since the implementation of the City's 20mph scheme.

Our specialist consultants TMS will further investigate these findings and compare them with inner London Boroughs collision statistics; to highlight outcomes.

## Conclusion

The City of London is proud to report that the introduction of the 20 mph scheme has been successful in helping to reduce killed and seriously injured road users by 22%.

The small increase in total casualties over the period studied is accounted by an increase in slight injuries (*An injury of a minor character such as a sprain, cut or bruise*). The reduction in the severity of injury is one of the objectives of the Road Danger Reduction plan is in-line with expected outcomes resulting from slower moving traffic.

Awareness of the speed limit is also high with drivers, although the low awareness of motor cyclists is something that should be addressed in light of the danger posed to them and by them to other road users.

The City will update this note once the in depth collision data has been assessed.

In addition to this work, further study and monitoring is recommended, initial results show substantial benefits from the scheme to the safety of the City community and in particular vulnerable road users.

## Appendices

<b>Appendix 1</b>	City of London 20mph limit
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