



20's Plenty for the 2020's

Changes in the Urban Street scene in the next 10 years

Cllr Alex Ehmann

Deputy Leader and Cabinet Member for Transport

London Borough of Richmond

Richmond Upon Thames

Boroughwide 20mph speed limit

20

Extents of scheme

To reduce the speed limit to 20mph on all roads in the borough, excluding:

- The A316 and A205 (TLRN)
- The A308 and Lower Sunbury Road (except Thames Street)
- The A305 and A310 in part (lower limit may follow a corridor study aimed at speed reduction.
- Private roads.



20

Why did we choose all roads?

- **Safety:** The majority of our accidents, injuries and fatalities occur on major roads in the borough
- **Simplicity:** Avoids uncertainty about speed limit across the borough
- **Savings:** The whole borough option will cost £700,000, whereas a partial deployment will cost £1.5million
- **Straightforward:** Wherever we draw the line on 20mph, there would be residents that want 'their' road in or out of the scope we would set for 20/30mph

20

Richmond is moving – the wrong way

Casualties								
	Richmond Roads Only				Including TfL Roads			
	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total
2015	0	30	307	337	0	38	417	455
2016	1	38	326	365	1	47	455	503
2017	2	59	324	385	3	74	436	513

↑ **12.7%** ↑ **+14.2%**

- Trend in outer London from 2016 to 2017. showed overall 2% drop in all casualties
- In LBRUT over same period, there was a 2% increase

20

The financial impact

- The cost of a 'slight' classified accident alone is £22,300
- Richmond Council experiences 436 slight accidents a year.
- A moderate reduction in slight collisions of 6% (26), would yield a saving of £579,800
- Such an impact would mean the cost of the scheme would pay for itself in just over a year.
- This excludes the average cost of a 'serious' classified accident at £206,517 and a fatality at £1,790,203.
- Over the last five years, we have unfortunately experienced seven fatalities and this alone adds a cost of over £2.5m per annum to the taxpayer.

20

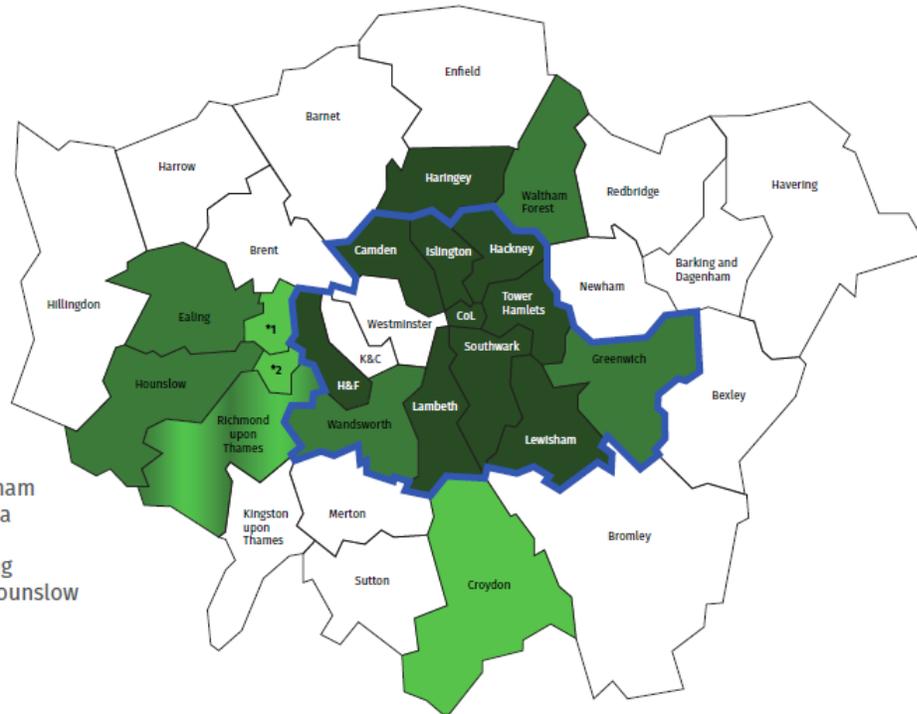
Joining with the rest of London

LONDON BOROUGHES & 20mph

March 2018

Abbreviations and Notes

- H&F Hammersmith and Fulham
- K&C Kensington and Chelsea
- CoL City of London
- *1 Acton - part of LB Ealing
- *2 Chiswick - part of LB Hounslow

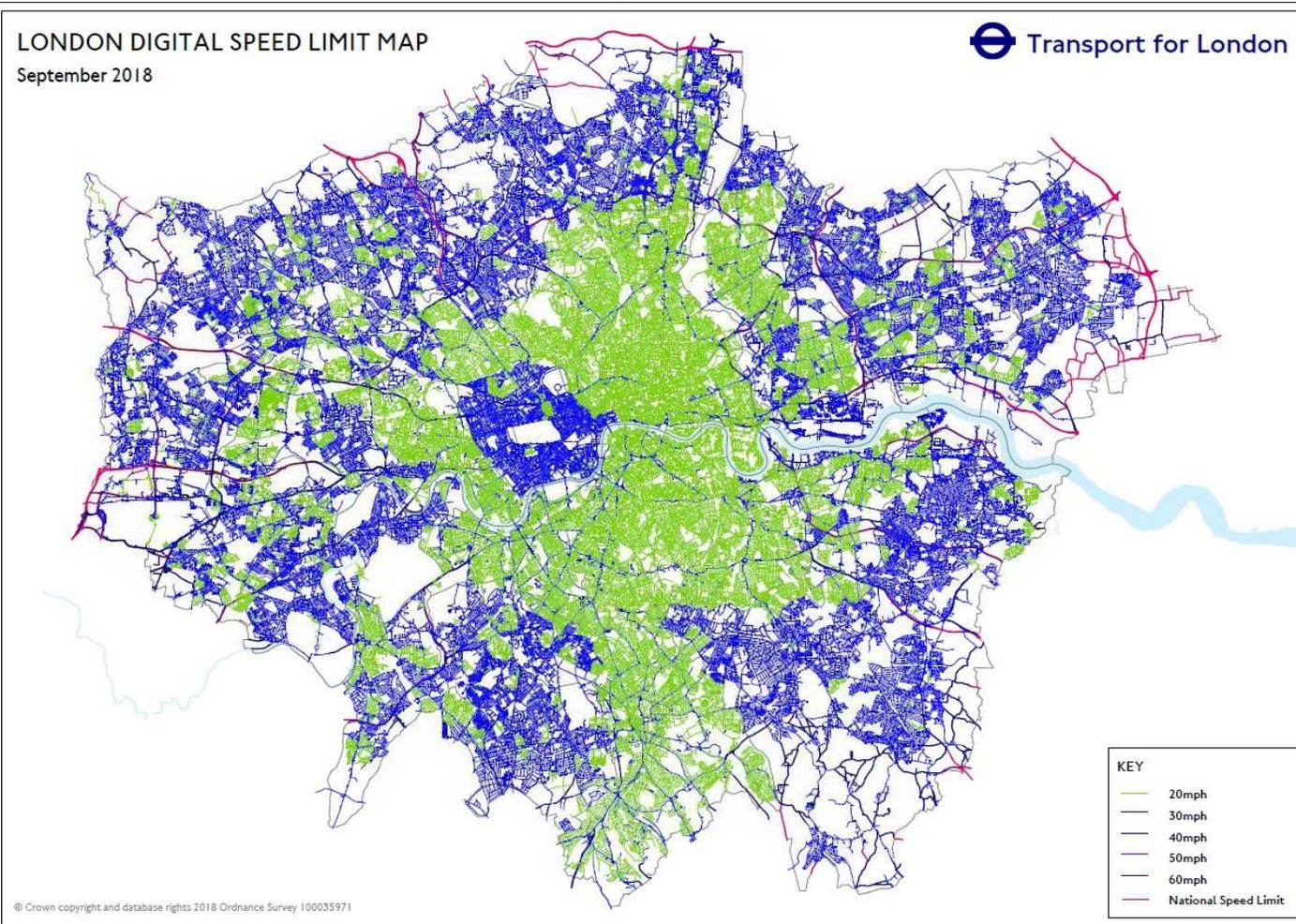


Legend

- Adopted 20mph on all/almost all borough roads
- Voted to adopt/adopted 20mph on non-arterial borough roads (or roads in that part of the borough)
- Adopted/policy to adopt 20mph on residential roads (and limited number of other roads (eg town centres))
- Boundary Inner & Outer boroughs

20

Expressed differently - Green is 20mph



20

Road safety - facts

- Most evidence points to average speed reductions of 1-2mph
- For every 1 mph reduction in speed is assessed to be equivalent to a 5% reduction in accidents.
- 20% chance of pedestrian fatality when hit at 30mph compared to a 2.5% chance at 20mph (SOURCE: Royal Society for Prevention of Accidents)
- 12% reduction in casualties in first year of 20mph limit in Brighton. (SOURCE: Brighton and Hove Council)
- 21% lower injury odds for cyclists from the introduction of 20mph limits alone (SOURCE: University of Westminster)



20

Consultation

- All households in the borough were consulted on the lower limit in November 2018
- A series of community conversation events held during the consultation period
- Approx. 10,000 responses received, 47.9% for and 49.7% against
- Original scheme amended with some roads excluded to overcome concerns and to meet majority support.

20

Why proceed?

- Part of the administrations manifesto
- Road safety benefits
- Benefits for cycling and walking
- Consultation results were analysed in detail
 - 3 main corridors excluded to overcome concerns
 - enhanced enforcement strategy

20

Scheme design

- All roads to have repeater signs in accordance with DFT recommendations to ensure fair enforcement
- Significant declutter of old signs and posts
- 20 road markings to be implemented mainly at change of speed limit points and outside schools
- Illumination of speed limit terminal signs only on the Principal Road Network.



20

Borough Roll Out

- A phased approach, borough split into 25 areas
- Each area defined by natural boundaries such as railway lines, excluded roads etc for ease of signing
- Signs covered up until an area goes live at which time the 20mph becomes effective
- Implementation August 19 – Summer 2020.
- Community Road Watch events organised throughout the process following 'go live' dates



20

Scheme analysis

- Following implementation after surveys will be compared with before surveys –
 - 167 Automatic Traffic Counts undertaken in May 2018
- Resident surveys
- Pollution monitoring at key sites
- Evidence of modal shift
- Collision analysis

20

Aiming for a healthier borough

- 32% reduction in harmful emissions when average speeds drop from 31 to 19mph (Source: Public Health Wales)
- PM2.5 and PM10 also reduce because reduced braking and acceleration.
- In South Central Edinburgh active travel went up:
 - 7% increase in journeys by foot
 - 5% increase in journeys by bicycle
 - 3% fall in journeys by car.

(SOURCE: EDINBOROUGH COUNCIL)

20

- Biggest impact on air quality is modal shift away from the car.

Making our streets less hostile for us all

- In urban areas with speeds of between 20 and 35 mph, reducing speeds by 6 mph would cut noise levels by up to 40%. (SOURCE: UK Noise Association)
- A three-fold increase in cycling to schools followed the introduction of 20mph in Edinburgh. (SOURCE: Public Health Wales)

20

Vision Zero

- The Council's 20mph speed limit directly links in with the Mayor's Transport Strategy and Vision Zero
- TfL aim to reduce the speed limit on all their TLRN road network within the central London congestion charging zone to 20mph by 2020
- The A205 through East Sheen is shown on their plans for a 20mph limit



20

Our expectation

“It is important to note that success is not defined by all average speeds being under the set speed limit of 20mph – it is about bringing vehicle speeds down closer to 20mph, and assessing any positive impacts of that speed reduction compared to the situation before the introduction of the lower limits.”



20

ANY QUESTIONS?

20