



BOROUGH-WIDE SPEED LIMIT CONSULTATION

The Council proposes to reduce the speed limit on all roads to 20mph (except the A316 and A205 which are under Transport for London red route control)

The aims of the project are to:

- Aid the Council's wider aim to improve air quality
- Reduce vehicle speeds on our roads, particularly on those with a record of vehicles exceeding the speed limit
- Reduce the number and severity of accidents
- Create environments which are more conducive to walking and cycling
- Lead to an overall improvement in the liveability of neighbourhoods
- Create a more consistent landscape of 20mph across London in line with neighbouring boroughs
- Reduce the need for physical traffic calming measures

"I think it is an excellent initiative to promote a 20MPH limit, this would increase safety for pedestrians, cyclists and road users throughout the borough"

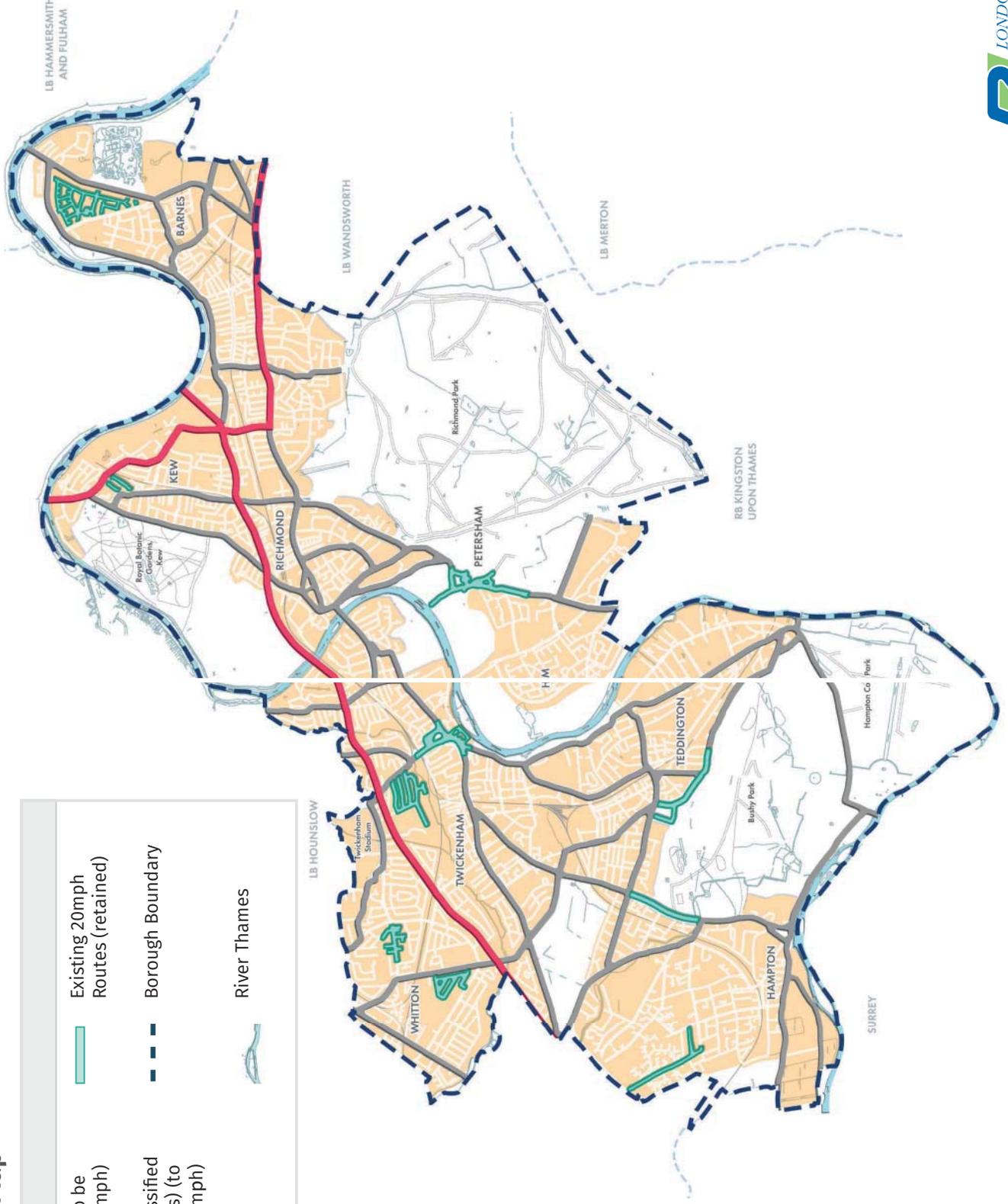
(Dr Callway, local resident, Twickenham)

London Borough of Richmond Upon Thames 20mph Consultation Map



Legend

- TfL Red Routes (to be excluded from 20mph)
- Major routes (Classified A Roads + B Roads) (to be included in 20mph)
- Proposed 20mph Area Boundary
- Existing 20mph Routes (retained)
- Borough Boundary
- River Thames

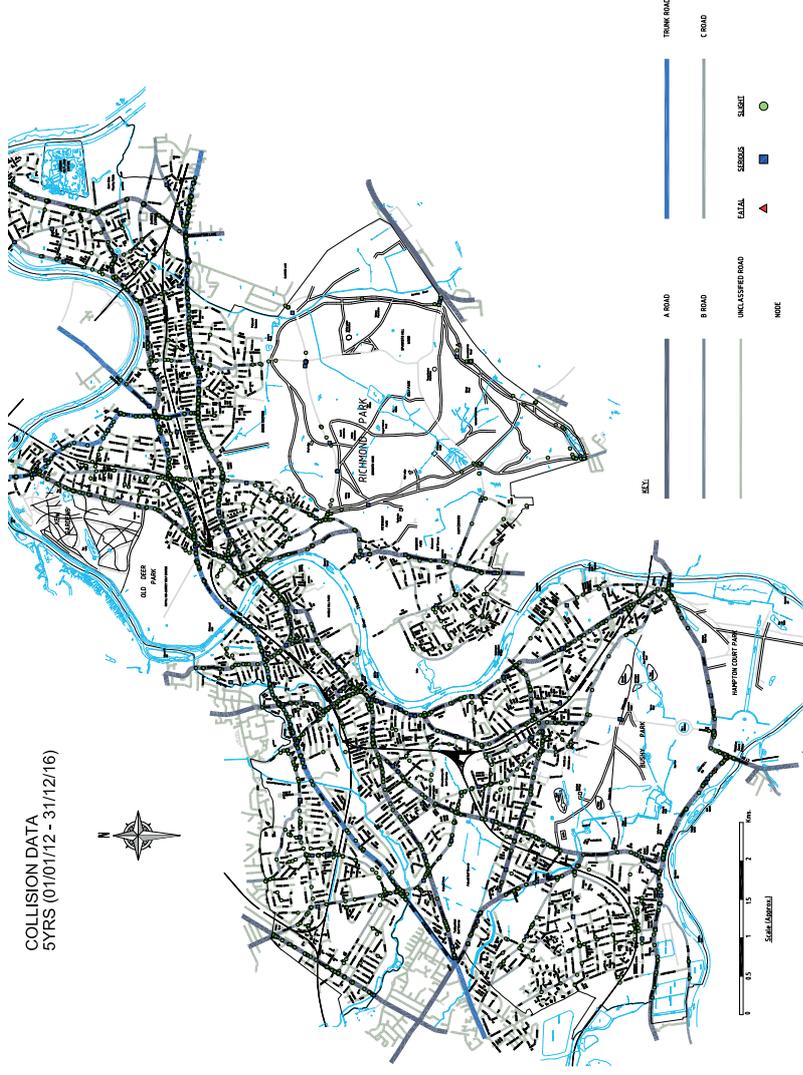




WHAT IS THE PICTURE ACROSS THE BOROUGH?

**THE MAJORITY
OF ACCIDENTS
IN THE BOROUGH
TAKE PLACE ON
PRINCIPAL ROADS**

COLLISION DATA
5YRS (01/01/12 - 31/12/16)



20

TOP FACTS ABOUT 20MPH

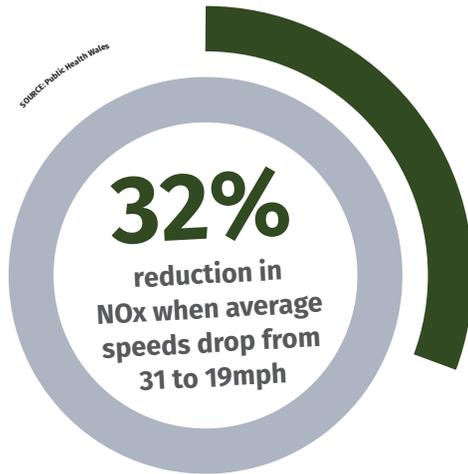
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half the stopping distance for drivers at 20mph vs 30mph

SOURCE: The Highway Code, Driving Standards Agency, 2007

80% of pedestrian or cyclist fatalities occur at between 20 and 40 miles per hour

SOURCE: Living Streets Scotland



2.5%

chance of pedestrian being fatally injured at 20mph

↑ compared to:

↓ chance of being pedestrian being fatally injured at 30mph

SOURCE: The Royal Society for the Prevention of Accidents

20%

21%

lower injury odds for cyclists from the introduction of 20mph limits alone

SOURCE: University of Westminster

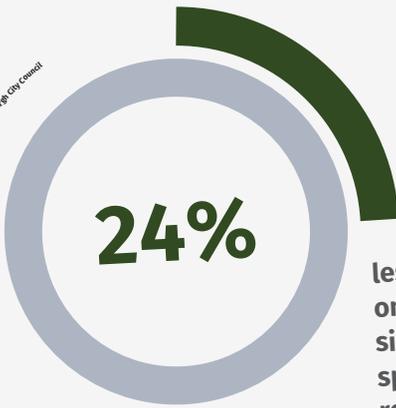
20mph limits reduces speeds by 1-2mph on average

SOURCE: Cross River Partnership

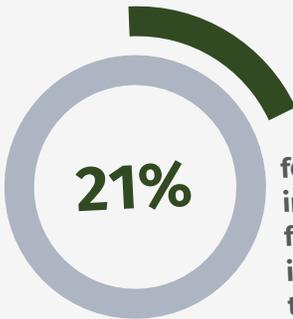
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20MPH WORKS – IMPACT ELSEWHERE IN THE COUNTRY

SOURCE: Edinburgh City Council



less casualties on Edinburgh's roads since the 20mph speed limit was rolled out



fewer casualties in Portsmouth following the introduction of the 20mph limit

SOURCE: Royal Society for the Prevention of Accidents



reduction in casualties in first year of 20mph limit in Brighton

SOURCE: Brighton and Hove Council



three-fold increase in cycling to schools following the introduction of 20mph in Edinburgh

SOURCE: Public Health Wales

1.5
mph

drop in average speed in City of London following introduction of 20mph limit

SOURCE: City of London

6%

drop in drivers travelling over 30mph in Southwark following 20mph introduction

SOURCE: Cross River Partnership

20

TOP FREQUENTLY ASKED QUESTIONS

Why are we looking to do this?

Safety. Speed also affects injury severity; 80% of pedestrian or cyclist fatalities occur at between 20 and 40 miles per hour, whereas fatal impacts at 0–20mph account for only 5% of fatalities among vulnerable road users. Around 40% of pedestrians who are struck at speeds below 20mph sustain serious injury, whereas at impacts of up to 30mph, 90% sustain serious injury.

The likelihood of a collision, and resulting death or serious injury increases substantially as vehicle speed increases. If someone who is walking is hit by a vehicle at 20mph, they are five times less likely to be killed than if they were hit at 30mph. Last year there were over 440 road collisions in the borough. Reducing vehicle speed could reduce this number.

Who will enforce it?

20mph speed limits are designed to be self-enforcing, however, the police will continue their existing programme of enforcement. The Council is also investigating alternative methods of enforcement powers around 20mph limits.

Doesn't it make air quality worse?

Evidence shows there is no proven overall worsening in air pollution levels as a result of 20mph speed limits and in many cases there can be benefits achieved. The safer our roads become, the more likely people are to walk and cycle – which is not only beneficial to the environment, but also good for our health!

Will 20mph really work?

The evidence shows yes. In 2007, the speed limit was reduced from 30mph to 20mph on around 94% of roads in Portsmouth. 223 sites within Portsmouth, split between six different areas of the city were monitored. There was an overall average speed reduction of 1.3mph following the introduction of the limits, as the average speed dropped from 19.8mph to 18.5mph. Overall, there was a drop in the number of police reported injuries in the six areas comparing the average of 163.7 casualties per year over the 3 years before the introduction and an average of 129.4 casualties per year in the two years after. This represented a 21% reduction.

In South Central Edinburgh, on roads changed to 20mph, there was an average speed fall of 1.9mph. In the locations that remained at a 30mph limit, the average fall in speed between the 'before' and 'after' speed was 0.8mph. In the year following the launch of the scheme, data also showed a 7% increase in journeys by foot, a 5% increase in journeys by bicycle and a 3% fall in journeys by car.

How expensive will this be and will I have to pay more Council Tax?

There will be no extra charges passed onto residents to pay for this. If the scheme is approved. It is around 50% cheaper (circa £700,000) to include all the roads in the borough because there is only one set of signs and traffic orders needed.

Further funding will be sought, including through third-party grants from organisations such as TfL.