



City of Westminster Cabinet Member Report

Date of Report:	19 September 2016
Classification:	General Release
Title:	20mph Trial Areas
Report of:	Head of City Policy & Strategy
Cabinet Member Portfolios	City Management & Customer Services Sustainability & Parking
Wards Involved:	All
Policy Context:	Westminster City Plan: Strategic Policies, City for All; Cycling Strategy, draft Walking Strategy, Mayor's London Plan, Transport Strategy and Road Safety Action Plan for London ('Safe Streets for London').
Key Decision:	This is a Key Decision and it has been included on the Forward Plan of Key Decisions.
Financial Summary:	There are no direct financial implications as a result of this report. The financial implications of implementing individual 20mph trial areas/streets will be addressed via separate Cabinet Member reports or signed off under Delegated Authority by the Executive Director City Management & Communities.
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1. EXECUTIVE SUMMARY

- 1.1 There is growing interest and use of 20mph (30km/h) speed limits/zones/areas across the UK and in London in particular. Department of Transport Circular 01/2016 states that, *"The Government recognises that 20 mph zones and 20 mph limits can be useful in the right locations, but that these are local decisions which should be made in consultation with local communities. The relaxations in respect of physical traffic calming features within 20 mph zones*

will enable traffic authorities to further consider introducing 20 limits and zones to improve road safety". In London 25% of all roads are now subject to a 20mph speed limit and within the Central London Congestion Charging Zone (i.e. Inner Ring Road) 50% of all roads are subject to a 20mph limit.

- 1.2 Through introducing trial 20 mph areas road users will be encouraged to drive at a speed more in keeping with the road conditions and, therefore, help create a safer, healthier and more pleasant environment as well as reducing accidents and injuries. This will have a positive impact on all residents, businesses and road users, particularly the more vulnerable such as the elderly, cyclists, powered two wheeler drivers and, by prioritising schools, children.
- 1.3 This Cabinet Members report seeks approval for the implementation of 20mph trial areas in proximity to schools in the City and for 20mph streets in areas that have a history of speed related accidents, for their careful monitoring and analysis of the impacts.

2. RECOMMENDATION

- 2.1 That the Cabinet Members approve the implementation of 20mph trial areas/streets in proximity to schools in the City to protect this vulnerable group, that these trials are carefully monitored and the impacts analysed and that the trials are expanded to other areas where there has been a history of speed-related accidents.

3. REASONS FOR DECISION

- 3.1 There is growing interest and use of 20mph (30km/h) speed limits across the UK and in London in particular. In London 25% of all roads are now subject to a 20mph speed limit and within the Central London Congestion Charging Zone (i.e. Inner Ring Road) 50% of all roads are subject to a 20mph limit. Westminster is one of only two central London Boroughs that do not have most roads subject to 20mph limits. 20mph areas/streets can have a positive impact on all road users but particularly the more vulnerable such as children, the elderly, powered two wheeler drivers and cyclists.
- 3.2 Westminster's draft Walking Strategy, which is currently out to public consultation, recommends that the council considers the potential for a pilot 20mph area/zone. This Cabinet Members' report seeks approval for the implementation of 20mph trial areas/streets in proximity to schools in the City and for 20mph streets in areas that have a history of speed related accidents. These trials will be carefully monitored and the impacts analysed. For example, we will introduce vehicle activated signs to collate data on speeding issues with a view to looking at other measures to control and enforce against speeding in conjunction with the Police.

4. POLICY CONTEXT AND BACKGROUND

- 4.1 There is growing interest and use of 20mph (30km/h) speed limits/zones/areas across the UK and in London in particular where 25% of all roads are now subject to a 20mph speed limit and within the Central London Congestion Charging Zone (i.e. Inner Ring Road) 50% of all roads are subject to a 20mph limit.
- 4.2 The previous Mayor of London set out his in-principle support of reducing speed limits to 20mph in London in his Road Safety Action Plan for London entitled Safe Streets for London (the Mayor's Action Plan). Published in June 2013 the document says there are now more than 400 20mph zones in London. It states that approximately 9% of KSI collisions are speed related and that TfL will seek to support the installation of new areas, zones and limits through Local Implementation Plan (LIP) funding. TfL has implemented experimental 20mph speed limits on some of the Transport for London Road Network (TLRN) and will soon publish its findings on other trial sites that may be made permanent. TfL is also considering the introduction of a 20mph limit on Westminster Bridge.
- 4.3 Two central London Boroughs, Westminster and the Royal Borough of Kensington and Chelsea, do not have most roads subject to 20mph limits. Westminster City Council's approach has been to monitor and assess the impact of the introduction of 20mph limits elsewhere in order to ensure that any decision made in relation to Westminster's roads is properly informed and based on facts. It is clear that a blanket approach to the introduction of 20mph limits has not worked where implemented and that 20mph limits comprise only one tool in addressing road safety issues.
- 4.4 Over the last ten years the demands on Westminster's streets have changed and will change as dramatically in the next ten to fifteen years. For example:
- Across London it is estimated that cycle journeys grew by 79% between 2001-2011 having remained broadly unchanged between 1993 and 2001. The previous Mayor set a target to deliver a 400% increase (from 2001) in the number of cycle journeys and a 5% mode share for cycling by 2026. This equates to somewhere between 1.5m and 1.6m cycle journeys being made per day in 2026.
 - There are currently around 25,000 licensed taxis drivers and 22,000 licensed taxi vehicles in London catering for around 70m passenger journeys every year. The private hire vehicle (PHV) market has grown substantially in London with the number of new entrants to the market increasing by 56% over the past two years. Much of this growth is down to the success of companies like Uber, which has gone from zero to more than 20,000 private hire cars in three years. There are more than 100,000 licensed private hire drivers in London in total, and estimates suggest the figure will rise to 128,000 in the next two years.

- There has been a large increase in servicing and delivery van traffic on London's roads in recent years. Department for Transport estimates show the number of vehicle miles travelled by vans in London, between 2012 and 2014, increased by 13% and one in five vehicles during peak hours in London are vans. Based on the estimated population growth of London, TfL anticipates light van traffic increasing by 22% between 2011 and 2031, while HGV traffic will remain static.
- 4.5 Westminster also has the highest number of tourists and visitors of anywhere in the UK and it is estimated that 95% of all London's annual visitors visit Westminster. The pressure on the City's transport network is only going to increase, with a growing residential population likely to approach 250,000 by 2030 and an increase in employment of around 14% by 2036. Unsurprisingly, therefore, many of Westminster's streets, particularly around key transport hubs, business and tourist attractions are at capacity from pedestrian activity.
- 4.6 Road safety education, advice and activity over the last decade has made the streets safer for most users. The latest figures from TfL show that in 2015 there was a total of 1,808 casualties in Westminster (a reduction of 1% since 2014, but the highest in London). Casualties involving pedestrians numbered 471, cyclists 406 (11% decrease on 2014) and 365 were powered two wheeler drivers (7% increase since 2014). Of the 1,808 casualties, 1,673 were slight (1% decrease), 131 were serious (1% decrease) and 4 were fatal (33% decrease). While much has been achieved, there remains a need to change perceptions, expectations and behaviours if the continued reduction in casualties is to be met, particularly those involving the most vulnerable road users.
- 4.7 In developing the Council's draft Walking Strategy consultants, Steer Davies Gleave (SDG), were asked to review the literature and evidence for and against 20mph and concluded that, *"while there is a lack of a coherent evidence base which could be used to inform future 20mph policy in London, it is clear that—all other things being equal—slower vehicles speeds result in fewer and less severe collisions. This is because lower speeds give more time to avoid a collision, whilst impact speeds are lower for those collisions that still occur, meaning that any injuries are likely to be less severe. However, implementing a 20mph speed limit does not automatically reduce actual vehicle speeds"*.
- 4.8 SDG concluded that the challenge is to find ways to achieve reductions in vehicle speeds in signed-only 20mph limits, so that safety benefits are realised, traffic can move at a steady pace so that air quality is not worsened. Enforcement is only a partial solution and behaviour change is required so that drivers view 20mph as the appropriate speed in urban areas. Therefore, a blanket solution is not the answer and a more nuanced approach is required that encompasses physical measures on street with behavioural change initiatives. There are also opportunities to learn from the implementation of 20mph areas and speed limits from our neighbouring and other London boroughs. SDG recommended that the council should keep this under review

and consider the potential for a 20mph pilot area that should be carefully monitored and the impacts analysed.

- 4.9 Through introducing trial 20mph areas road users will be encouraged to drive at a speed more in keeping with the road conditions and, therefore, help create a safer, healthier and more pleasant environment as well as reducing accidents and injuries. This will have a positive impact on all residents, businesses and road users, particularly the more vulnerable such as the elderly, cyclists, powered two wheeler drivers and, by prioritising schools, children.

5. FINANCIAL IMPLICATIONS

- 5.1 There are no direct financial implications to this report. The implementation of individual 20mph trial areas/streets will be addressed via separate Cabinet Member reports or signed off under Delegated Authority by the Executive Director City Management & Communities.
- 5.2 The introduction of 20mph areas and the associated costs involved with their implementation, monitoring and evaluation will be funded principally from the Council's Local Implementation Plan (LIP) funding from Transport for London (TfL), the Council's own Capital Programme, where appropriate, and third party funding related to local transport, public realm and environmental improvements.

6. LEGAL IMPLICATIONS

- 6.1 The Director of Law has considered this report and has no specific legal comments at this stage.

7. COMMUNICATIONS AND ENGAGEMENT

- 7.1 Formal consultation on the introduction of 20mph areas around schools will be undertaken with the schools in question, local residents and amenity and neighbourhood forums and societies. Ward councillors will be consulted alongside statutory consultees. The introduction of a 20mph area/street will require a Traffic Management Order (TMO) which itself will be subject to statutory consultation.

8. HEALTH AND WELLBEING IMPACT ASSESSMENT INCLUDING HEALTH AND SAFETY IMPLICATIONS

- 8.1 The introduction of 20mph areas/streets around schools in Westminster should improve road and pedestrian safety and encourage more children, parents and carers to walk to school. This can play a key role in enabling people to lead healthier lifestyles through physical activity and staying more active and independent for longer. 20mph areas/streets will help to deliver the vision of the draft Walking Strategy to make Westminster a safer and more attractive place so that a greater number of people walk more frequently.

9. IMPACT ON THE ENVIRONMENT

- 9.1 20mph areas/streets around our schools can help to encourage people to transfer from buses and private vehicles to walking and this has the potential to improve local air quality.

If you have any queries about this Report or wish to inspect any of the Background Papers please contact:

Barry Smith, Head of City Policy & Strategy, Policy, Performance and Communications, Tel: 020 7641 2923. Email: bsmith@westminster.gov.uk

BACKGROUND PAPERS:

1. Westminster's City Plan: Strategic Policies (November 2013)
2. Westminster Cycling Strategy (November 2014)
3. Westminster Walking Strategy (2016-2033) – Consultation Draft (May 2016)
4. Mayor's Transport Strategy (May 2010)
5. Mayor's London Plan (March 2013)
6. Road Safety Action Plan for London, ('Safe Streets for London; the Mayor's Action Plan'). June 2013
7. DfT Circular (01/2016), The Traffic Signs Regulations and General Directions 2016, May 2016
8. Casualties in Greater London during 2015, TfL June 2016

For completion by the **Cabinet Member for Sustainability and Parking**

Declaration of Interest

I have <no interest to declare / to declare an interest> in respect of this report

Signed: _____ Date: _____

NAME: **Councillor Heather Acton**

State nature of interest if any
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(N.B: If you have an interest you should seek advice as to whether it is appropriate to make a decision in relation to this matter)

For the reasons set out above, I agree the recommendation(s) in the report entitled '20mph trial areas' and reject any alternative options which are referred to but not recommended.

Cabinet Member for Sustainability and Parking
Date
Signed

If you have any additional comment which you would want actioned in connection with your decision you should discuss this with the report author and then set out your comment below before the report and this pro-forma is returned to the Secretariat for processing.

Additional comment:
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If you do not wish to approve the recommendations, or wish to make an alternative decision, it is important that you consult the report author, the Director of Law, Chief Operating Officer and, if there are resources implications, the Director of People Services (or their representatives) so that (1) you can be made aware of any further relevant considerations that you should take into account before making the decision and (2) your reasons for the decision can be properly identified and recorded, as required by law.

Note to Cabinet Members: Your decision will now be published and copied to the Members of the relevant Policy & Scrutiny Committee. If the decision falls within the criteria for call-in, it will not be implemented until five working days have elapsed from publication to allow the Policy and Scrutiny Committee to decide whether it wishes to call the matter in.

For completion by the **Cabinet Member City Management & Customer Services**

Declaration of Interest

I have <no interest to declare / to declare an interest> in respect of this report

Signed: _____ Date: _____

NAME: **Councillor Melvyn Caplan**

State nature of interest if any
.....
.....

(N.B: If you have an interest you should seek advice as to whether it is appropriate to make a decision in relation to this matter)

For the reasons set out above, I agree the recommendation(s) in the report entitled '20mph trial areas' and reject any alternative options which are referred to but not recommended.

Cabinet Member City Management & Customer Services
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