


London Borough of Hammersmith & Fulham CABINET 9 MARCH 2016		
20MPH SPEED LIMIT EXTENSION		
Report of the Cabinet Member for Environment, Transport and Residents Services - Councillor Wesley Harcourt		
Open Report		
Classification - For Decision		
Key Decision: Yes		
Wards Affected: All		
Accountable Executive Director: Mahmood Siddiqi , Director for Transport & Highways		
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1. EXECUTIVE SUMMARY

- 1.1. The 2014 Labour Administration's manifesto committed to "take measures to improve safety for pedestrians and make our neighbourhoods better places to live" also saying "all residential streets, not trunk roads [should] become 20mph".
- 1.2. On 9 June 2015 the Mayor of London announced his target to halve the number of people killed or seriously injured on London's roads by 2020. That would mean a reduction of more than 14,000 Londoners' unnecessary deaths or serious injuries by 2020. The Mayor of London and TfL are proposing 20mph limits on parts of their main road network elsewhere in London that are effectively town centre high roads, and are supporting boroughs who want to extend 20mph limits as part of their Transport Local Implementation Plans (LIP)
- 1.3. On 9 June 2015, the Council launched a nine-week consultation on the extension of 20mph speed limits in the borough as part of our LIP.
- 1.4. The consultation was open to everyone. It was extensively publicised by:-
 - Delivering leaflets to every property in the borough
 - Sending emails to thousands of people in receipt of the council's e-newsletter

- Press releases that were picked up by local and regional newspapers
- Posters on poster sites all around the borough
- Signs on lamp post in areas across the borough with high footfall

1.5. There were also two Policy and Accountability Committee (PAC) public meetings held on 9th June 2015, where the consultation was launched and 18th November 2015, where the results of the consultation were discussed. Those were well attended by residents who played a full role in the discussions, with their comments contributing to the development of this report.

1.6. Six reasons were given as to why the extension of 20mph speed limits are being considered;

- To address a real danger
- To reduce deaths and injuries
- To reduce accidents
- To make our children and all of us healthier
- To cut delays on the road
- To make our neighbourhoods more pleasant

1.7. In total 5,287 responses were received and recorded,
45% of respondents (or 2,367) replied **YES** for all roads managed by LBHF
26% of respondents (or 1,351) replied **YES** but not on all roads
29% of respondents (or 1,493) replied **NO**.

1.8. Thus 71% of respondents voted for some form of extension of 20mph speed limits in the borough (whether all roads or some roads). Those who wanted to retain a 30mph limit on some roads largely stated that the 'main road' network ought to remain at 30mph. Several of the main roads in the borough were specifically mentioned including; Fulham Palace Road, Shepherd's Bush Road, Fulham Road, New King's Road, Goldhawk Road and Uxbridge Road.

Of the 5,287 people who took part in the consultation, 745 people asked that main roads are excluded from any 20 mph scheme. Fulham Palace Road came top of the list of those roads where people wanted to retain 30mph speed limit, with 346 people listing it as their priority. There were also roads where only one person asked for 30 mph. We have analysed and noted all of the consultation feedback and therefore will not be introducing a borough-wide 20mph on all roads and will instead leave out the main roads that were most mentioned by residents.

1.9. In the light of this, it is recommended that we proceed to:-

- introduce a 20mph speed limit on all remaining side roads in the borough
- only introduce a 20mph speed limit on sections of main roads in the three town centres, where accident rates are high,
- retain the 30mph speed limit on the other main roads in the borough (see map at Appendix 2),

- monitor the effect of the 20mph speed limits and collision data to inform the decision to implement traffic calming measures where these are considered necessary and subject to local consultation.

1.10. The cost of this work is some £500,000, and this will be fully funded by the Mayor of London via Transport for London as part of the Council's LIP programme.

1.11. The Council does not have the power or intention to generate income from speeding fines nor from any other source as a result of this scheme. That is not an aspect of this proposal.

2. RECOMMENDATIONS

2.1. That approval be given to implement 20mph speed limits on the remaining non-main roads in the borough that currently have a 30mph limit, but only on main roads as they pass through the borough's three town centres as shown on the map, at Appendix 2. The scheme to be fully funded from the £500,000 set aside from the TfL funded integrated transport programme for 2016/17 as approved by Cabinet on 2 November 2015.

2.2. That approval be given to carry out initial design and consultation on a range of measures to support a reduced speed limit in certain roads. The studies to be informed by (a) the response to the public consultation in which specific roads were identified as needing physical measures to reduce traffic speeds, and (b) monitoring exercises to identify locations where non-compliance with the limit and a high number of collisions remain.

2.3. That authority be delegated to the Cabinet Member for Environment, Transport and Resident's Services in consultation with the Director for Transport and Highways to approve the implementation of such traffic calming measures.

2.4. That subject to Cabinet approving the proposals as set out in the recommendations above, that delegated authority be given to the Director of Transport and Highways (or such other duly Authorised Officer) to deal with any representations arising out of the statutory consultation process under the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 (as amended) ("The Regulations") for the purposes of making the Traffic Regulation Order referred to in this report as the ("Order").

2.5. That all substantial objections (other than those matters previously raised through the consultation process that would normally be dealt with at officer level and therefore not regarded as having a material or otherwise adverse effect on the council's decision-making process) in respect of the proposed Order/s be referred to Cabinet for consideration.

3. REASONS FOR DECISION

3.1. Physical improvements to the public highway and programmes of work designed to reduce congestion, manage traffic and promote road safety fall under the

council's statutory duties under a variety of Acts of Parliament including the Traffic Management Act 2004.

- 3.2. The production, management and maintenance of a Local Implementation Plan is a statutory duty for all London boroughs under the 1999 GLA Act and failure to do so could ultimately result in TfL undertaking the work and charging the council for doing so.
- 3.3. Where changes to the highway are proposed, these are in line with section 122 of the Road Traffic Regulation Act 1984; securing the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities.

4. INTRODUCTION AND BACKGROUND

- 4.1 Cities around the world, such as New York with its Vision Zero scheme, and councils across the UK are doing their best to reduce traffic speeds and the number and severity of collisions, and to make town centres and residential streets safer and more pleasant places to walk, cycle and live. Several groups are campaigning for lower urban speed limits, including the Child Accident Prevention Trust, 20's plenty, Living Streets and the London Cycling Campaign. These bodies have been calling on councils to cut speed limits to 20mph. The Mayor of London and TfL are proposing 20mph limits on parts of their main road network which are effectively town centre high roads. To date, about half of inner London borough's have either adopted or voted to adopt 20mph on all borough roads, which includes their main road networks. The London Borough of Ealing is currently finalising consultation results and is likely to introduce 20mph speed limits on roads adjoining our borough boundary, as is Hounslow Council. Hammersmith & Fulham Council has been implementing 20mph zones and limits in residential areas since the early 2000s, and collisions and injuries have reduced significantly in these areas.
- 4.3 The Council's Transport Plan 2011 – 2031 (LIP2) was approved by both the Cabinet and TfL in 2011. The production of LIP2 is a statutory duty and its purpose is to show how the borough will implement the Mayor of London's Transport Strategy (MTS2) which was adopted in May 2010. The main focus of the MTS2 is how London will accommodate the predicted growth in population and employment in the capital – the equivalent of an additional city the size of Birmingham will have to be accommodated by 2031. Without significant interventions, problems of congestion, overcrowding, poor air quality, collisions and network disruption are likely to become significantly worse than they are at present.
- 4.4 In 2001 the council embarked on a programme of introducing 20 mph zones in residential side roads. To date, sixteen 20 mph zones and three 20 mph limit areas have been introduced covering around 40% of the borough. The map at Appendix 3 shows where these areas are and all were implemented with support from local people. Injuries from collisions within these areas dropped by up to 80% after the implementation of the reduced speed limit. The existing 20 mph zones in the borough were all designed to be self-enforcing with associated traffic

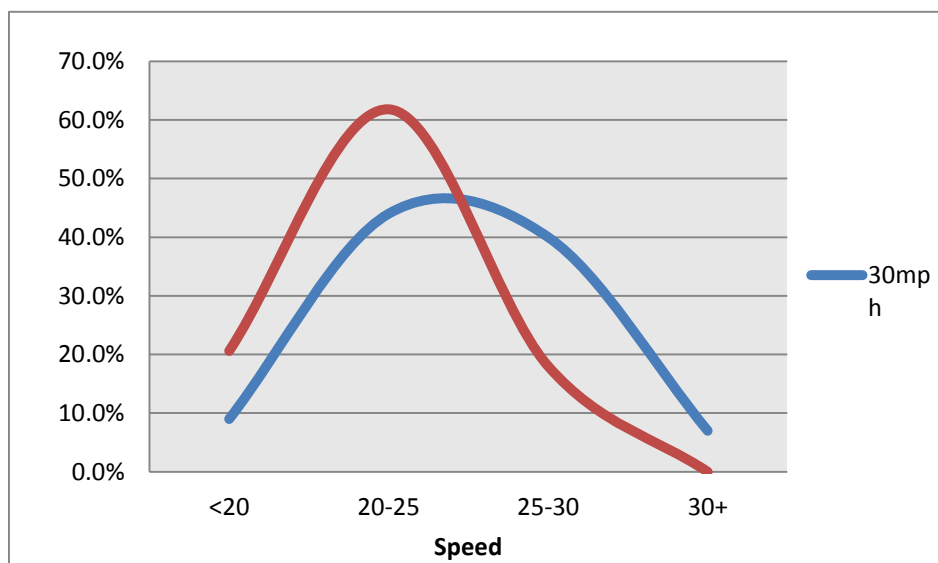
calming measures (such as road humps and raised entry treatments) to reduce traffic speeds. However traffic calming measures are costly to implement and maintain, and they do raise concerns about ground vibration and driver discomfort. The use of 20 mph limit areas without widespread traffic calming measures has become more popular in recent years.

- 4.5 In April 2015 the council conducted borough-wide speed surveys, in which the speed on 100 roads within the borough were surveyed, see Appendix 5. The surveys showed that the average 85th percentile speed on roads with a 30mph speed limit was 26mph, while the average 85th percentile speed on roads with a 20mph speed limit was 22mph.

Note: The 85th percentile speed is the speed that 85% of drivers did not exceed. This is a nationally recognised method of assessing traffic speeds. The average was taken for both directions continuously over 24 hours and seven consecutive days.

- 4.6 The graph below shows the speed profile of vehicles on non-main roads in the borough with 20 mph and 30 mph speed limits. The graph shows that traffic speeds on the 20 mph roads are lower (as would be expected) but also that drivers are generally all travelling at similar speeds, while on the 30 mph roads there is a wider spread across the range of speeds.

Speeds of vehicles in non-main roads with 20mph and 30mph speed limits



- 4.7 The proposal put forward in this report is to initially introduce 20mph speed limits on further roads in the borough without, at this stage, any additional features to reduce traffic speeds. Once introduced, the roads would be carefully monitored and traffic calming measures would only be considered in roads where average speeds still give rise to concerns and would be subject to consultation with the local community.

5 CONSULTATION RESULTS

5.1 The consultation was conducted in June and July last year. A leaflet was delivered to every household and business in the borough and responses could also be submitted online. The leaflet is shown in Appendix 1. Any responses received after the closing date of the consultation were still included in the analysis.

5.2 In total, 5,287 responses were received and recorded. A total of 3,151 (60%) were received by post while a further 2,136 (40%) were submitted online.

5.3 **Question 1** asked whether the respondent supported introducing a 20mph speed limit on more roads in the borough, and gave three options: - 1) Yes to all borough roads, 2) Yes but only on some roads, and 3) No support. The leaflet pointed out that the two roads that form part of the Transport for London Road Network, namely the A4 and the A40, were not included in the option for 'all roads'.

5.4 A detailed analysis of the responses is included in Appendix 4. Overall a total of 5,211 respondents expressed an opinion on introducing 20mph speed limits in the borough.

- 45% of respondents (or 2,367) replied YES to all roads in the borough
- 26% of respondents (or 1,351) replied YES but only on some roads
- 29% of respondents (or 1,493) replied NO

Note: 76 respondents to the consultation did not respond to question 1, and as such are not reported above

5.5 29% of respondents were therefore opposed to introducing more 20mph roads while 71% were in favour of extending 20 mph speed limits (either for all LBHF roads or with the exclusion of some roads).

5.6 Further questions were included to categorise the respondents by age, modes of travel and whether they were replying as a resident, a business or an employee.

5.7 Some respondents indicated that they represented an organisation, a total of 52 such responses were identified which included resident associations, action groups, schools, churches, disability groups and road user groups. The responses from these groups showed a slightly higher level of support (81% in favour of extending 20 mph limits) compared with the overall response.

5.8 **Question 3** asked respondents to indicate how often they used different modes of transport. In analysing the results, a 'frequent' user was defined as one who stated they were using a particular mode of transport either daily or 'several times per week'. All categories had a majority supporting the extension of 20mph speed limits. This showed that the highest level of support for extending 20 mph speed limits (75%) came from frequent cyclists, followed by bus users (73%) and pedestrians (72%). The response from pedestrians represented the view from the largest group (3,367 respondents). 62% of motorists supported extending 20mph

limits. The smallest group was frequent motorcyclists (270 respondents), 55% of whom were in favour of extending 20mph to more roads.

- 5.9 **Question 5** asked in what capacity the respondent was replying to the consultation. Three categories were given (resident, business and worker) albeit that many respondents indicated more than one category. 85% of responses came from residents (4,336) and the level of support for extending 20mph limits from this group was comparable to the overall result (72% in favour of extending 20mph limits to more roads). Of the 161 respondents who ticked all three boxes (resident, business and worker), 57% were in favour of introducing a 20mph limit to all or some roads.
- 5.10 Question 5 also asked respondents to indicate their age bracket. All age brackets supported more 20mph speed limits. Most respondents (3,526) indicated that they were in the age group between 25 and 65 years of age (72%), a further 1,227 (25%) were in the age group of 65 or over. Together these two age brackets made up 87% of the respondents. The response from the age bracket covering 25-65 years old was consistent with the overall result, with 70% in favour of further 20mph limits, while in the age bracket for over 65, the level of support increased to 77%.
- 5.11 **Question 2** asked those who replied 'Yes, but only on some roads' in response to Question 1, to identify the roads that they wished to see a 30mph speed limit retained. The majority of those who selected this option (745 respondents) replied that a 30mph speed limit should be retained on 'main roads'. 181 respondents mentioned 'secondary roads' and 67 mentioned 'TfL roads'. Fulham Palace Road was mentioned the most (by 346 respondents), followed by Shepherds Bush Road (153) and Fulham Road (148). A total 51 respondents also stated that a 20mph limit should be introduced outside schools.
- 5.12 **Question 4** asked what further measures would respondents like to see introduced to support a 20mph speed limit. The most popular feature mentioned was speed humps, followed by electronic signs and zebra or pelican crossings. A summary of the roads and the traffic calming measures mentioned is given in Appendix 4.
- 5.13 In summary, 71% of respondents were in favour of introducing 20mph speed limits to more roads in the borough. Every category (respondent's capacity, respondent's age and respondent's mode of travel) had a majority of support for extending 20mph limits. Those who indicated that a 30mph limit should be retained on some roads largely referred to the main road network. There was no wide scale support for traffic calming measures – the most popular was speed humps which was mentioned by 440 respondents.

6 CONCERNS EXPRESSED ON INTRODUCING 20MPH SPEED LIMITS

- 6.1 Some respondents to the consultation expressed concerns on the impact and effectiveness of 20mph speed limits. Officers have responded to these comments below:-

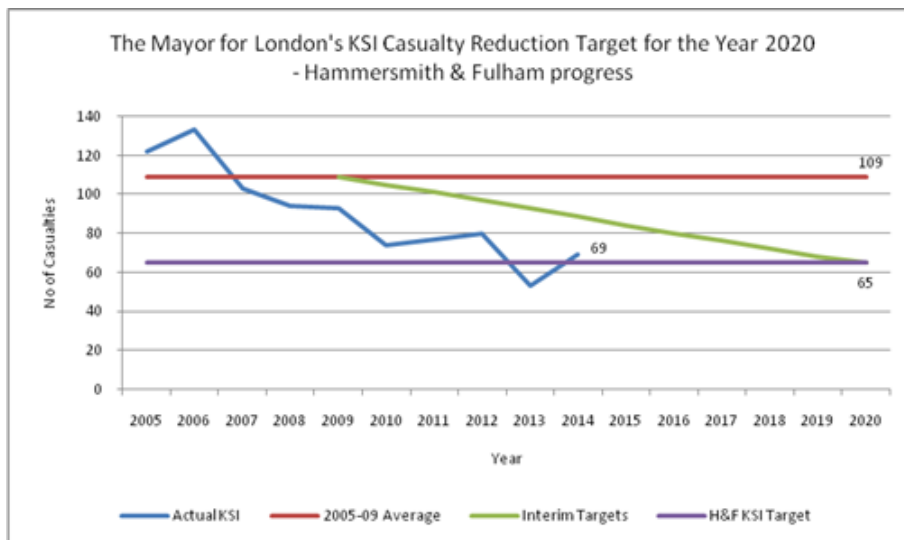
- 6.2 **More traffic congestion and increased journey times.** Journey times may be slightly longer for some motor vehicle journeys during off-peak times when roads are less congested and traffic speeds are higher. However, there is no evidence to suggest that journey times would be adversely affected overall. In fact, some studies (quoted by the group 20's Plenty) suggest that lower speeds actually increases the capacity of the highway network and therefore reduces congestion, as vehicles can safely follow each other more closely at lower speeds.
- 6.3 **Air Quality will be negatively affected.** It is important to note that traffic speed is not the primary determinant of vehicle-based emissions levels and fuel consumption for city driving. Fuel efficiency and emissions (exhaust and brake dust) in urban areas is influenced more by driving style (accelerating and braking) than vehicle speed. There are other factors that have a much bigger influence on air quality, such as the volume of traffic, the mix and type of vehicles, and weather conditions. If more people are encouraged to walk and cycle by the proposal, this might also have a positive effect on air quality by encouraging modal change and thereby impacting air quality in a positive way
- 6.4 **Lack of Enforcement.** The council does not have the power to enforce speed limits. Speed restrictions are enforced by the local police. The Metropolitan Police Service (MPS) guidance relating to 20mph limits states that:- *“to achieve compliance there should be no expectations on the police to provide additional enforcement beyond routine activity – unless agreed”*. However, according to the same guidance *“driving at any speed over the limit is an offence and police are not restricted and may prosecute”*. In addition, the MPS is currently rolling out Community Roadwatch in London and, where such problem locations are identified, these teams will be deployed to reduce speed through a high-visibility presence, backed up by education through contact with any speeding drivers.
- 6.5 **Average speeds are already at or below 20 mph.** The average speed in some roads at certain times of the day may already be at or below 20 mph, however, this is not true for many roads in the borough. A 20 mph limit over several roads would provide a more consistent message to motorists. There is some evidence that 20mph limits reduce the speed of the small number of vehicles that are travelling significantly above the speed limit.
- 6.6 **Detrimental impact on the street scene due to additional signage.** The minimum signage requirements to support 20 mph limits are not extensive and provide a choice between small circular signs and carriageway markings (see photos below). In addition, officers will engage with the Department for Transport to seek approval to further reduce the numbers of signs where possible.



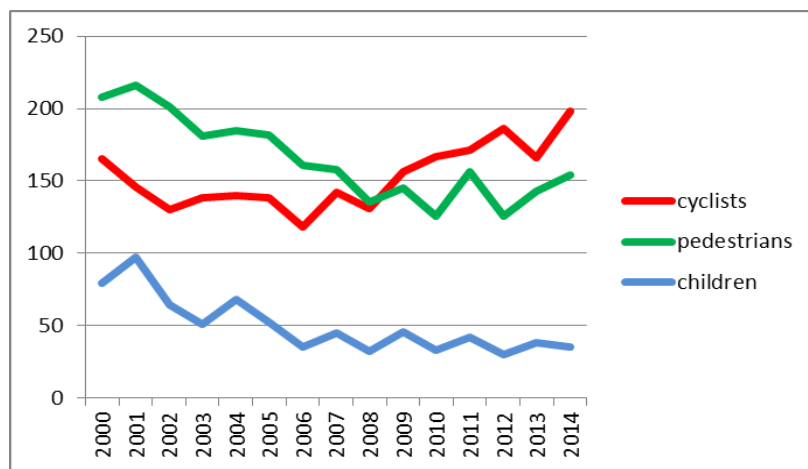
6.7 **Cost of scheme.** The proposed scheme fully qualifies for funding from Transport for London through our transport Local Implementation Plan. On 2 November 2015 Cabinet agreed to set aside £500,000 from our LIP allocation for 2016/17 to introduce more 20mph roads in the borough. Bids for further funding towards the cost of traffic calming would be made in subsequent years.

7 CASUALTY DATA

7.1 One of our key transport objectives (as shown in paragraph 4.1) is to reduce the number of people killed or seriously injured (KSI) on our streets. The average number of KSIs per annum between 2005 and 2009 was 109. The target set by the Mayor of London is to reduce our 2005-09 baseline KSI rate by 40% by 2020. This would equate to the KSI rate reducing to 65 by 2020. The graph below shows that though progress has been made, the reduction in the casualty rate is 'levelling off' and may even start to increase if further interventions are not introduced.



- 7.2 The reduction in casualties between 2005 and 2010 corresponds with the Council's previous intensified programme of introducing 20mph zones.
- 7.3 The map in Appendix 7 shows the distribution of traffic collisions (cluster map) within the borough between 2012 and 2014. There is potential for additional pedestrian / vehicle conflict in town centres areas due to the extra number of crossings made by pedestrians in these areas. Clusters of casualties can be observed in our town centre areas. For example in Shepherd's Bush town centre between 2012/14, a total of 147 collisions were recorded. Out of 147 collisions recorded, 42 injuries involved pedestrians and 51 were amongst cyclists.
- 7.4 The graph below shows the casualty trend between most vulnerable road users over the years in H&F. It shows increases in both pedestrian and cycling casualties in recent years, at least partly reflecting the growth in numbers of cyclists.



8 OPTIONS

8.1 The following four options were considered for 20mph limits:

- Option 1 – all side roads and main roads
- Option 2 – all side roads and some main roads
- Option 3 – all side roads only
- Option 4 – no further extension of 20 mph speed limits

8.2 OPTION ONE – ALL SIDE ROADS AND MAIN ROADS

Forty five per cent of respondents expressed the view that the whole borough should have the speed limit reduced to 20mph, including the borough's main and secondary roads. Almost half of the borough is already covered with a 20mph speed limit, either by way of 20mph zones or 20mph speed limits. The 20mph limit would not apply to those roads in the borough which are controlled by TfL (the TLRN). These are the A4, the A40 and the A3220 (former West Cross Route). TfL have no plans at present to alter the speed limits on those roads.

8.3 OPTION TWO – ALL SIDE ROADS AND SOME MAIN ROADS

In view of the fact that a large group of respondents wished to retain a 30mph speed limit on some main roads, this option proposes reducing the speed limit on all side roads and some of the main roads around the three town centre boundaries and links to other planned 20mph speed limits, namely Hammersmith Bridge and Chiswick High Road (in the London Borough of Hounslow). The main roads in the town centres have high levels of pedestrian movement and casualties. These roads were also not among those most frequently mentioned by residents who mentioned individual roads that should retain 30mph limits. Lower speeds are important to the economic viability and competitiveness of the town centres, making shopping, working and socialising in these critical economic areas more attractive.

8.4 Officers therefore recommend this option.

8.5 OPTION THREE - ALL SIDE ROADS ONLY

This option would not address the casualty rate in town centres or make the town centres safer or more pleasant places for shopping, leisure, etc. It would also mean the maintenance of 30mph on roads in the Town Centre that were not among those most often mentioned by residents who mentioned individual roads that should retain 30mph limits

8.7 OPTION FOUR - NO FURTHER EXTENSION OF 20MPH SPEEDS LIMITS

This option was not supported in the consultation by the majority of respondents. Almost half of the borough's roads are already limited to 20mph. Our surveys show that average speeds in these roads is lower than speeds on our 30 mph roads and that casualty rates have reduced in these roads.

9 CONCLUSION

9.1 A number of London boroughs have introduced or are about to introduce widescale 20 mph speed limits and the Mayor of London and TfL are piloting 20mph limits. Almost half of residential side streets in LBHF have a 20mph speed limit, some since 2001, and surveys show that drivers are generally complying with the lower speed limit and that there has been a reduction in the number of road casualties since the lower speed limits were introduced.

9.2 The results of the public consultation show that 71% of respondents are in favour of extending the 20mph limits to more roads in the borough, but that there was less support for lower speed limits on main roads, in particular a group of main roads mentioned specifically by respondents, such as Fulham Palace Road.

9.3 Option 2 recommends extending 20mph limits to the remaining side roads in the borough as well as main roads passing through the three town centres. This approach would address the higher casualty rate on main roads and also support "gateway" treatments for town centre areas to warn road users that they are entering a different street environment.

9.4 The lower speed limits on main roads would be introduced on a trial basis allowing monitoring to take place to assess its effectiveness This would include collection of traffic data, e.g. post implementation speed counts but would also seek feedback from the community as to the success or otherwise of the measures introduced.

10 PUBLIC HEALTH IMPLICATIONS

10.1 There is a complex relationship between the environment and health. National Institute for Health and Care Excellence (NICE) evidence which looked at physical activity in areas where 20mph speed limits were introduced found that 25% of residents increased their cycling and walking and 60% felt more children were playing outside as a result of the speed reductions.

10.2 10.3 Slower traffic is particularly important for people aged over 60 who face a 47% risk of fatality if hit by a vehicle, compared to 7% for younger people.”(KCL,2015 *Tinker and Ginn*). It is believed that social isolation raises a person’s chance of death irrespective of a person’s health or other factors.

10.5 GLA research on barriers to cycling in London that was carried out in 2010 identified two thirds of those interviewed for the research felt the roads were too dangerous for them to consider cycling. The concerns of being safe on the roads increased with age and was more prominent for women.

11 EQUALITY IMPLICATIONS

11.2 An Equality Impact Assessment was undertaken in October 2015 and is more particularly detailed at Appendix 6. There is a predicted positive impact on the following protected characteristics, age and disability. There are no predicted negative impacts. The EIA is designed to:

- Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited under this Act.
- Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

12 LEGAL IMPLICATIONS

12.1 The Council in its capacity as “Highway Authority” has the power under section 84 of the Road Traffic Regulation Act 1984 (“The Act”) to make orders imposing a 20mph speed limit. The procedure for making an Order in England and Wales is as follows:

- 12.2 **Preliminary requirements:** The Council must consult with anybody specified in Regulation 6 (such as the Police) and it must publish a notice in a local newspaper, the London Gazette and on its website. Adequate publicity must be provided to those likely to be affected. This may include display of notices in the relevant area and distribute the same to local properties and road users. The relevant documents must be held on deposit from the date that the notice of proposal is first published and must remain on deposit until six weeks after the proposed Order has been made (or a decision has been made by the Council not to proceed with the proposal)
- 12.3 **Public Objections and Inquiries:** Anyone may object in writing to an Order by the date specified on the notices or if later within 21 days of the notice being given and publicity being adequate. It should be noted that a public inquiry only has to be held in permitted circumstances under the regulations. Should the Council hold an inquiry it must give notice of the fact and the inquiry must begin within 42 days of that notice being made. The Inspector decides how the inquiry is to proceed.
- 12.4 **Consent for certain schemes:** The Secretary of State's consent is required where for example, a scheme affects a road for which (s)he is the traffic authority; where a scheme will restrict access to property for 8/24 hours; and a scheme involving speed limits, particularly where the limit is 30mph or less.
- 12.5 **Making an order:** Orders cannot be made before the statutory period for objections has ended or after a period of two years from the making of the initial notice. Within 14 days of making the Order the Council must place a notice in the local press announcing its decision, ensuring again that adequate publicity is given to the making of the Order and write to those who objected to the proposal outlining the reasons for the decision to proceed. Any traffic signs required as a consequence of the Order must be in place before it comes into force. It should be noted that the above requirements are strict and must be complied with in full so as to minimise the risk of judicial challenge on the grounds of procedural impropriety.
- 12.6 The Council has a duty under section 122 of the Act to exercise its functions (including setting speed limits) to "secure the expeditious, convenient and safe movement of vehicular and other traffic....". Accordingly, factors that the Council must have particular regard to are:
- Maintaining access to premises
 - Effect on amenities the area
 - National Air Quality Strategy
 - Facilitating the passage of public service vehicles
 - Other relevant matters
- 12.7 Section 89 of the Act makes it an offence for the driver of a vehicle to exceed the speed limit imposed under section 84 and liable to prosecution where necessary.
- 12.8 The Council must comply with the Traffic Signs Regulations and General Direction 2002 in relation to the erection and maintenance of speed limit signs.

This is particularly relevant when considering enforcement action and convictions for speed offences to be upheld. Members should note that these regulations are under review currently by the Government with the new regulations likely to come into force sometime in 2016.

12.9 Section 12 of the Health and Social Care Act 2012 places a duty on the Council to take such steps as it considers appropriate to improve the health of its people in its area as identified at paragraphs 11.1 to 11.5 above.

12.10 The Human Rights Act 1998 incorporates the European Convention on Human Rights and makes it unlawful for a local authority to act in a way that is incompatible with a Convention Right. The Council acting as Highway Authority will have particular regard to its rights and responsibilities under the Human Rights Act 1998 when aiming to reduce the speed limit across the borough. The Council will have regard to:

- **Article 6** that in the determination of civil rights everyone is entitled to a fair and public hearing within a reasonable period of time by an independent and impartial tribunal established by law
- **Article 8** that everyone has the right to respect for his home and private life; and
- **Article 1 of the First Protocol** that everyone is entitled to peaceful enjoyment of his or her possessions.

12.11 The recommendations are considered to be not contrary to HR legislation

12.12 Implications verified/completed by: Horatio Chance, Licensing and Highways Solicitor, Tel: 020 8753 1863.

13 FINANCIAL AND RESOURCES IMPLICATIONS

13.1 Officers have made a submission for £500,000 of TfL Funding in 2016-17 which will cover the cost of the proposals in 2016-17. There is no other funding available so officers will need to ensure that they manage and adjust the scheme as necessary to remain with the available funding. Officers plan to bid for further funding in 2017-18 if necessary.

13.2 It is proposed that reflective, non-illuminated signs are used so any ongoing revenue cost of maintenance should be manageable within normal sign maintenance budgets.

13.3 There are therefore no direct financial implications for the Council as a result of this scheme .

13.4 Implications verified/completed by: Gary Hannaway, Head of Finance, Telephone 0208 753 6071.

14 IMPLICATIONS FOR BUSINESSES

14.1 With a higher footfall in town centres, in front of shops and business and slower vehicle speeds around, it is anticipated that retail businesses are likely to see

increased activities too, albeit that empirical evidence to support this view is scarce.

- 14.2 Officers will explore opportunities for local businesses to provide services for this project, should it be approved. This could include manufacture and installation of signage or sponsorship.

15 RISK MANAGEMENT

- 15.1 A risk log has been created for the Programme that identifies the principal risks at this stage. This risk log will be maintained and reviewed periodically and any emerging significant risks addressed and mitigations proportionate to the exposure applied. Where significant risks emerge they will be escalated, if required, and documented on the Service Level or Strategic Level Risk Register.
- 15.2 The Council's approved Local Implementation Plan deals with programme level risk management, in particular chapter three, the delivery plan. The table below details the capital programme risk and mitigation measures for capital and revenue projects:

Risk	Mitigation measure(s)
Cost increase/budget reduction	all designs developed to be flexible to allow amendments to reflect budget reduction whilst still maintaining principles of LIP objectives
Delay to schemes	LIP funding to be allocated in consecutive years to allow more involved projects to be run over 18 months rather than the traditional 12 months
Lack of Stakeholder support	develop designs that meet our LIP objectives that can be justified and presented to stakeholders in a suitable manner
Policy compatibility	to develop a bespoke policy compliance tool that all potential projects will be assessed against
Lack of resources to deliver	to maintain our working relationships with the RB Kensington & Chelsea and framework consultants to ensure resources are in place to deliver LIP objectives.

- 15.3 Implications verified by: Michael Sloniowski, Shared Services Risk Manager, telephone 020 8753 2587

16 PROCUREMENT AND IT STRATEGY IMPLICATIONS

- 16.1 There are no direct Procurement or IT implications arising from the report .
- 16.2 Implications verified/completed by: Robert Hillman, Procurement Consultant x1538.

LOCAL GOVERNMENT ACT 2000
LIST OF BACKGROUND PAPERS USED IN PREPARING THIS REPORT

No.	Description of Background Papers	Name/Ext of holder of file/copy	Department/ Location
	None		

LIST OF APPENDICES:

- Appendix 1 The consultation leaflet
- Appendix 2 Map showing Option 2 with a 20mph in town centres and some main roads retaining a 30mph speed limit
- Appendix 3 Map showing existing 20mph zones and limits in LBHF
- Appendix 4 Consultation analysis
- Appendix 5 Location of speed surveys
- Appendix 6 EIA assessment
- Appendix 7 Collision map, year 2012-14