


<p>London Borough of Hammersmith & Fulham</p> <p>COMMUNITY SAFETY, ENVIRONMENT AND RESIDENTS SERVICES POLICY & ADVISORY COMMITTEE</p> <p>28 June 2017</p>	
<p>20MPH SPEED LIMIT - SPEED SURVEYS RESULTS</p>	
<p>Report of the Cabinet Member for Environment, Transport and Residents Services</p>	
<p>Open Report</p>	
<p>Classification - For Policy & Advisory Committee Review & Comment</p>	
<p>Key Decision: No</p>	
<p>Wards Affected: ALL</p>	
<p>Accountable Executive Director: Mahmood Siddiqi, Executive Director of Transport and Technical Services</p>	
<p>Report Author: Slobodan Vuckovic</p>	<p>Contact Details: Tel: 020 8753 3360 E-mail: slobodan.vuckovic@lbhf.gov.uk</p>

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. 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 3 October 2014 Cabinet approved the 2015-16 Transport for London (TfL) funded integrated transport programme which included £200,000 to carry out a feasibility study and consultation on a borough wide 20mph speed limit.
- 1.4. From 20 April – 27 April 2015 we surveyed 100 roads across the borough in order to measure the speed and volume of traffic.
- 1.5. On 9 June 2015, the Council launched a nine-week consultation on the extension of 20mph speed limits in the borough.
- 1.6. There were two Policy and Accountability Committee (PAC) public meetings held – the first on 9th June 2015, when the consultation was launched and then on 18th November 2015, when 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 our work.
- 1.7. During the consultation 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.
- 1.9. In the light of this, it was recommended and approved by the Cabinet on 9 March 2016 that 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,
 - 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. Following positive consultation results and subsequent Cabinet approval the 20mph speed limit extension was implemented on 5 September 2016, see Appendix 1 showing current speed limits in LBHF.
- 1.11. The scheme was monitored during this period and comments received during the first 6 months were evaluated. In the light of the comments received, a first tranche of physical traffic calming works were identified to support the revised speed limit regime in the Borough. Five roads were identified and were “fast tracked” for implementation of additional traffic calming in June 2017.
- 1.12. Post implementation traffic surveys were arranged to be carried out between 20-27 April. The results of the traffic survey were compared with the traffic surveys results prior to the scheme implementation. These are presented in section 4.

- 1.13 Overall surveys results show a marginal reduction in speed over 100 locations that have been surveyed and compared. The speed on all 20 fastest roads in 2015 have seen reduction after the introduction of 20mph speed limit.
- 1.14 As well as informing us on any changes in traffic speed these survey results will also be used to identify further roads that may require additional treatment to support the speed limit.

2. RECOMMENDATIONS

- 2.1. That the committee review and comment on traffic surveys results presented in section 4.
- 2.2. That the committee review and comment on possible further measures to reduce speeding.

3. INTRODUCTION AND BACKGROUND

- 3.1. LBHF, as part of its Local Implementation Plan (LIP), has targets to reduce both the number of overall road casualties and reduce the number of people killed and seriously injured in collisions.
- 3.2. Areas with slower vehicle speeds are associated with increased opportunities for walking and cycling. Additionally, evidence shows the increased participation in walking and cycling result in lower obesity, lower rates of diabetes, improvements to mental health and a decrease in cardiovascular disease across all ages. Therefore, this initiative can be seen as a potential contribution towards health and wellbeing.
- 3.3. Prior to the scheme implementation in September 2016, there were already 16 home zones and a couple of 20 mph speed limit areas covering about a third of the streets within LBHF. The scheme extended the reduced speed limit across the remaining areas, excluding borough's classified roads (A roads) which remained at 30mph (except within or just outside of the town centres).
- 3.4. Traffic surveys carried out before and after the scheme implementation confirmed marginal reduction in speed across the 100 roads surveyed before and after the scheme implementation.
- 3.5. No traffic road accident comparison was made due to collision data still not being available for analysis. We would be looking at comparing a 36 month period immediately before implementation of the revised speed limits with a 36 month period after implementation in order to provide a clear view as to any changes in collisions involving casualties.

4. TRAFFIC SURVEY ANALYSIS

4.1 Comparison Between 2015 and 2017 Data

- 4.2 Traffic surveys were commissioned at 122 locations within the London Borough Hammersmith and Fulham. The 2017 survey results contained an additional 22 sites compared to the 2015 survey which covered 100 locations. These additional 22 sites were included upon request from residents following the scheme implementation, and therefore, cannot be compared to 2015 survey results.
- 4.3 The overall average seven-day average 85th percentile speeds recorded across the 122 sites in 2017 was 24.57mph;
- 4.4 Table and chart no 1 in Appendix 2 compare 2015 20 highest 7-day average 85th percentile speed with the speed in 2017, for the same roads by the direction of travel. All fastest roads in 2015 have seen reductions in speed in 2017, during the 7-day speed survey for the same/fastest direction of travel.
- 4.5 The table and chart no 2 in Appendix 3 compares the 20 highest 7-day average 85th percentile speed with the speed measured in 2015, for the same roads by the same/fastest direction of travel.
- 4.6 The table and chart no3 in Appendix 4 compares 10 highest average 85th percentile speed in roads posted with 20mph speed limit. [It should be noted that Imperial Road was not surveyed in 2015].
- 4.7 The table and chart no 4 in Appendix 5 compares 5 highest average 85th percentile speed on roads posted with a 30mph speed limit. The speed has been reduced across all sites posted with 30mph speed limit.
- 4.8 Table 5 in Appendix 6 shows all roads surveyed before and after the scheme implementation. Although the speed has been reduced on a number of roads, some roads have seen an increase in speed.
- 4.9 Table 6 and 7 in Appendix 7 show 10 roads with highest increase and highest reduction in 7-day average 85th percentile speed, between 2015 and 2017 (based on a two-way average count).
- 4.10 Although the number of locations surveyed have seen reduction in speed, when comparing with 2015, a number of location has also seen an increase in speed, see Appendices 6 & 7
- 4.10 The mean speed across all 20mph posted speed limit roads was 19.30 and the mean speed across all 30mph posted speed limit roads was 21.94
- 4.11 The results of the 2017 data show that the average 85th percentile speeds across the 100 comparable roads surveyed in 2015 and 2017 have been marginally reduced from 24.83mph to 24.52mph.

5 WHAT'S NEXT?

- 5.1 Subject to retention of the revised speed limit we intend to develop a borough wide engineering strategy for supporting the new speed limit regime across the Borough. This will mean considering whether additional measures are needed to help support the lower speed limit in roads where the problems of non-compliance and/or high levels of collisions persist.
- 5.2 Investigation on any additional works in support to 20mph speed limit will be data led, whereby residents living on roads with high level of speed non-compliance will be consulted on traffic calming solutions that would lead to desired speed reduction.
- 5.3 As part of the strategy for supporting the new speed limit and subject to scheme being retained, further work towards education and promoting the reduced speed limit will be conducted.

LIST OF APPENDICES

Appendix 1 - map of the current speed limits in the Borough.

Appendix 2 - 2015 20 highest average 85th percentile speed compared with 2017 survey results, by the same/fastest direction of travel

Appendix 3 - 2017 20 highest average 85th percentile speed compared with 2015 survey results, by the same/fastest direction of travel

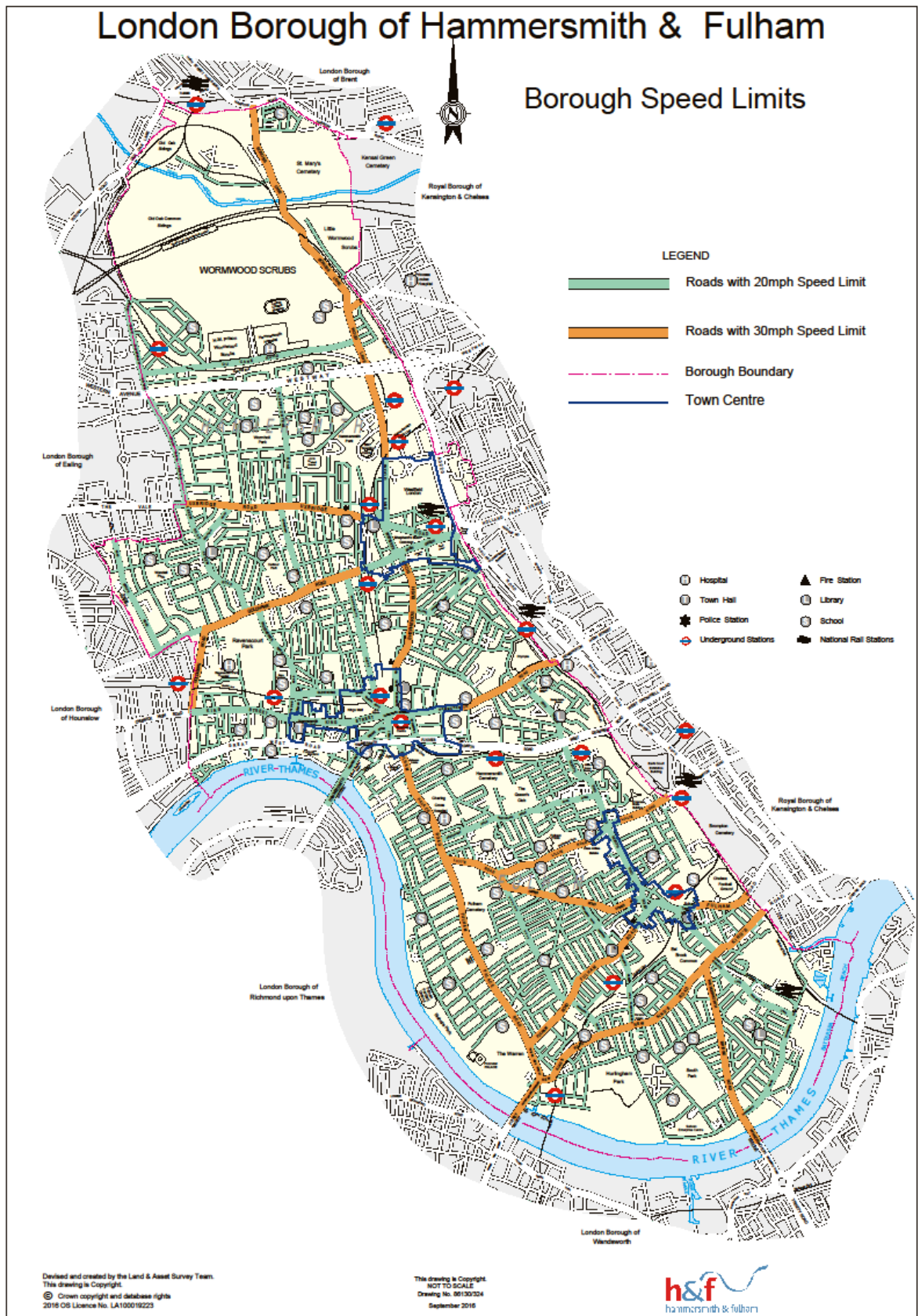
Appendix 4 - 10 highest average 85th percentile speed recorded on roads posted with 20mph speed limit.

Appendix 5 - all 30mph road's 7-day average 85th percentile speeds

Appendix 6 - list of 100 roads surveyed in 2015 and 2017, showing the changes in average 85th percentile speed recorded

Appendix 7 - 10 roads with highest increase and highest reduction in 7-day average 85th percentile speed, between 2015 and 2017 (based on two-way average).

Appendix 1



Appendix 2

Road Name	Highest Average 7 day 85 th Percentile Speed			
	2015	Direction	2017	Difference in mph
1. Margravine Road	34.89	SB	24.54	-10.35
2. Hammersmith Road	32.90	WB	30.67	-2.23
3. South Africa Road	32.86	EB	30.31	-2.55
4. Goldhawk Road *	32.20	WB	31.4	-0.80
5. Wandsworth Bridge *	31.99	NB	31.44	-0.55
6. Stamford Brook Road	31.91	EB	28.81	-3.10
7. Uxbridge Road *	31.87	EB	30.74	-1.13
8. Paddenswick Road	31.57	NB	28.29	-3.28
9. Old Oak Road	31.40	SB	28.11	-3.29
10. Fulham Palace Road *	30.99	NB	28.93	-2.06
11. Du Cane Road	30.71	EB	29.03	-1.68
12. Fulham Road *	30.64	WB	30.51	-0.13
13. Lillie Road	30.39	WB	29.14	-1.25
14. Harwood Road	30.17	NB	28.93	-1.24
15. Old Oak Common Lane	30.16	SB	29.34	-0.82
16. North End Road	29.71	NB	28.54	-1.17
17. Normand Road	29.36	SB	22.67	-6.69
18. Wandsworth Bridge Road *	29.13	NB	28.6	-0.53
19. Glenthorne Road (one-way)	28.80	EB	27.11	-1.69
20. Askew Road	28.64	SB	26.13	-2.51

Table 1

*roads with 30mph speed limit

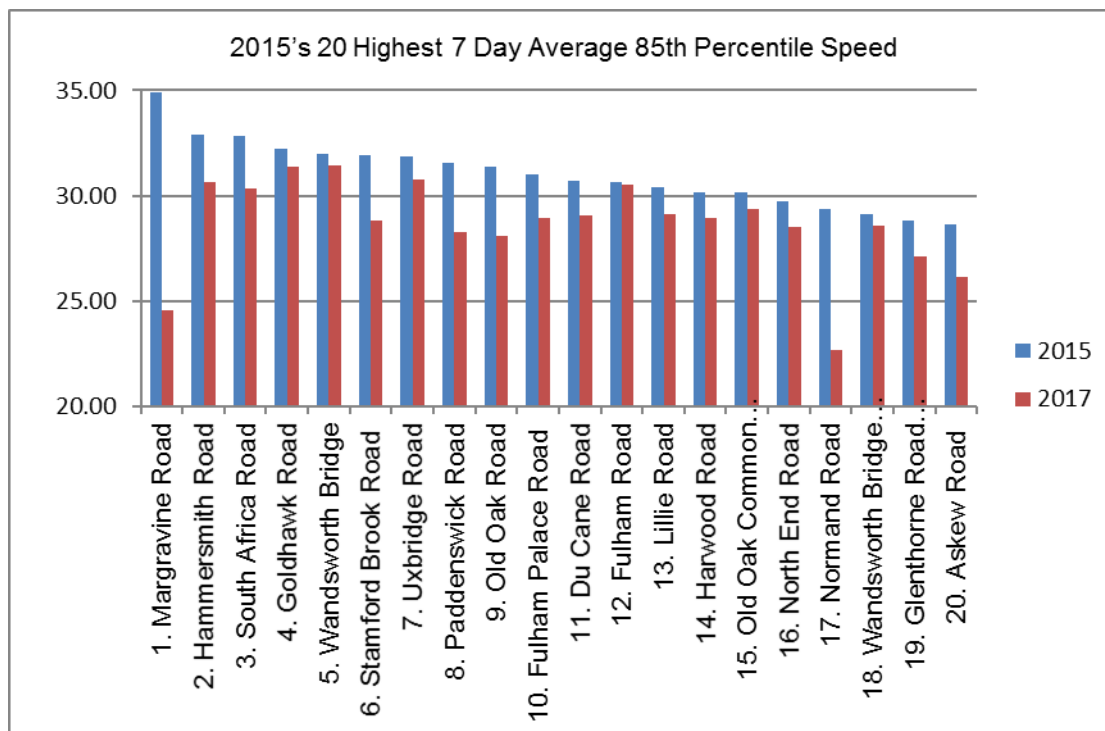


Chart 1 - 2015's 20 Highest 7 day average 85th percentile speed compared with the speed measured in 2017. All 20 locations have seen reduction in speed.

Appendix 3

Top 20 2017 7day avg. 85th percentile speeds			
Road	Direction	2015	2017
1. Imperial Road	NB	0.00	32.60
2. Wandsworth Bridge	NB	31.99	31.44
3. Goldhawk Road	WB	32.20	31.40
4. Uxbridge Road (a)	WB	31.87	30.74
5. Hammersmith Road	WB	32.90	30.67
6. Fulham Road (b)	WB	30.64	30.51
7. Ellerslie Road	EB	23.50	30.46
8. South Africa Road	NB	32.86	30.31
9. Old Oak Common Lane	NB	30.16	29.91
10. Fulham Palace Road (b)	NB	30.99	29.61
11. Lillie Road	WB	30.39	29.14
12. Du Cane Road	EB	30.71	29.03
13. Fulham Palace Road (a)	NB	25.50	28.93
14. Harwood Road	NB	30.17	28.93
15. Stamford Brook Road	NB	31.91	28.81
16. Wandsworth Bridge Road	NB	29.13	28.60
17. North End Road	SB	29.71	28.54
18. Old Oak Road	NB	31.40	28.31
19. Paddenswick Road	NB	31.57	28.29
20. Sherbroke Road	WB	28.40	28.07

Table 2

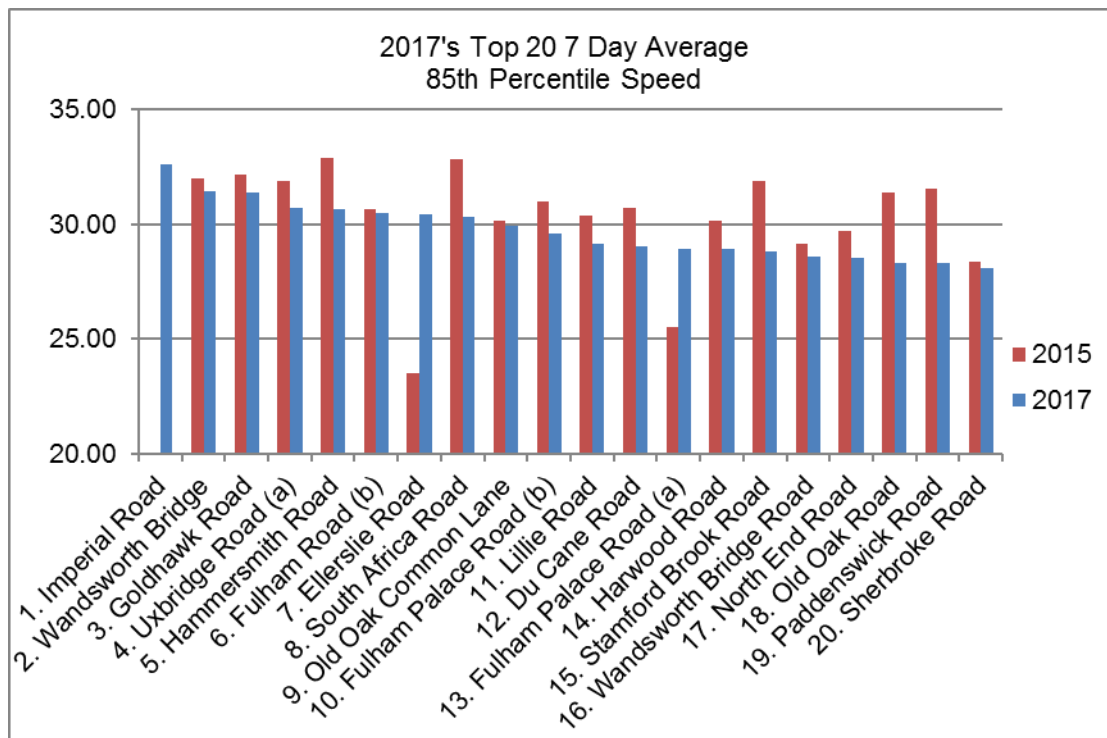


Chart 2 - 2017's top 20 7-day average 85th percentile speed in comparison with the speed measured in 2015. Imperial Road was not surveyed in 2015.

Appendix 4

Top 10 20mph roads			
Road Name	Direction of Travel	2015	2017
1. Imperial Road	NB	0.00	32.60
2. Hammersmith Road	WB	32.90	30.67
3. Ellerslie Road	EB	23.50	30.46
4. South Africa Road	NB	32.86	30.31
5. Old Oak Common Lane	NB	30.16	29.91
6. Lillie Road	WB	30.39	29.14
7. Du Cane Road	EB	30.71	29.03
8. Harwood Road	NB	30.17	28.93
9. Stamford Brook Road	NB	31.91	28.81
10. North End Road (a)	SB	29.71	28.54

Table 3

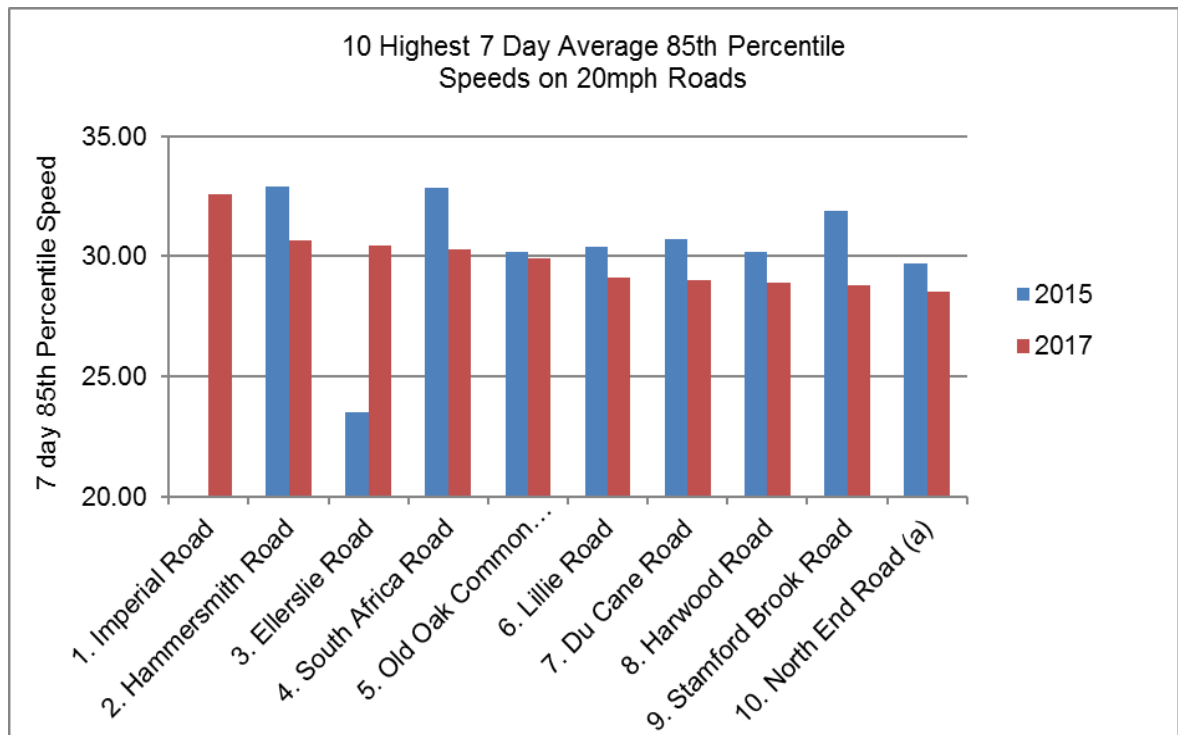


Chart 3

Appendix 5

All 30mph road's 7 day average 85th percentile speeds			
Road Name	Direction of Travel	2017	2015
1. Wandsworth Bridge	NB	31.44	31.99
2. Goldhawk Road	WB	31.4	32.2
3. Uxbridge Road (a)	WB	30.74	31.87
4. Fulham Road (b)	WB	30.51	30.64
5. Fulham Palace Road (b)	NB	29.61	30.99
6. Fulham Palace Road (a)	NB	28.93	29.8
7. Fulham Road (a)	SB	26.41	26.2
8. Kings Road	SB	25.91	25.1
9. Uxbridge Road (b)	EB	25.17	26.4
10. New Kings Road	SB	24.8	27.5

Table 4

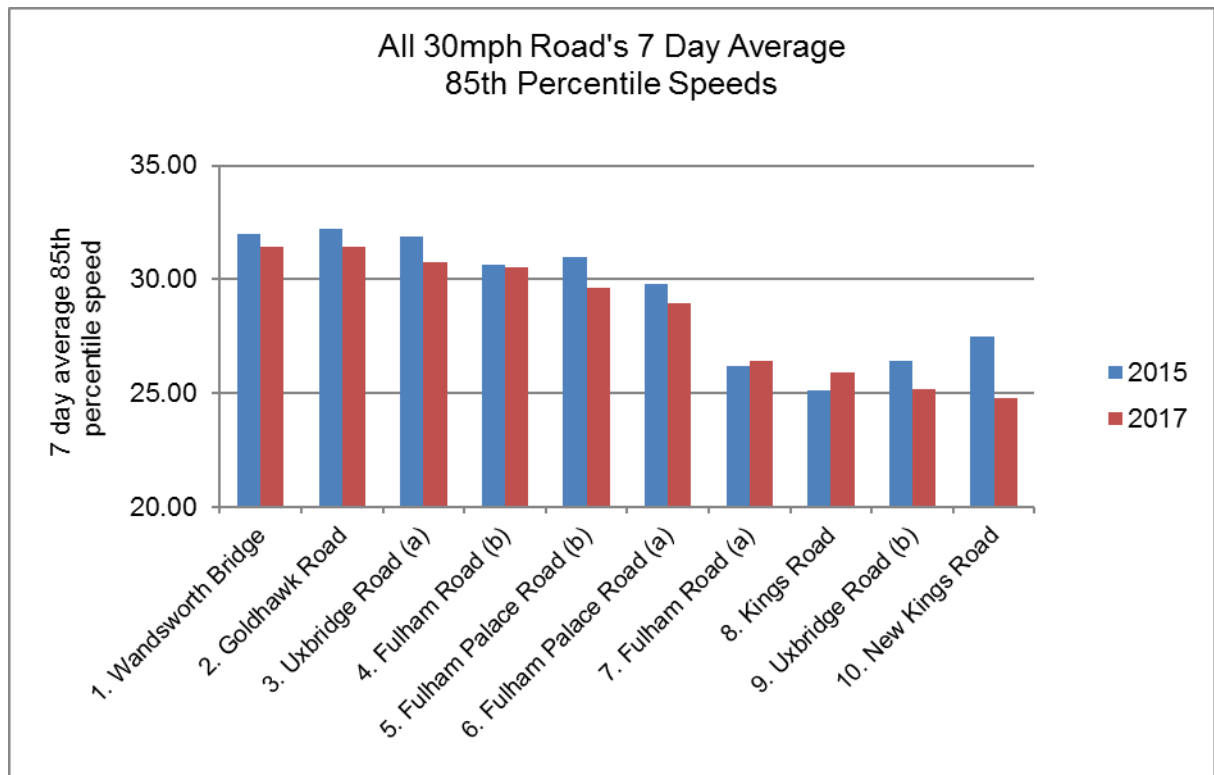


Chart 4

(a) or (b) refer to different locations along the route that have been surveyed

Appendix 6

85th Percentile Speed Change				85th Percentile Speed Change			
Road	2015 avg. 85th	2017 avg. 85th	Change	Road	2015 avg. 85th	2017 avg. 85th	Change
Askew Road	28.5	26.51	-1.99	Margravine Gardens (23.85	22.34	-1.515
Australia Road	15	17.58	2.58	Margravine Road	23.7	23.01	-0.69
Avonmore Road	14.65	24.73	10.08	Macfarlane Road	29.3	25.54	-3.76
Banim Street	27.1	25.33	-1.77	Munster Road (a)	27.5	25.06	-2.44
Barns Court Road	27.1	25.33	-1.77	Munster Road (b)	23.6	23.41	-0.19
Bloemfontein Road	19	23.14	4.14	Nella Road	23.6	21.83	-1.77
Blythe Road	26.65	24.965	-1.685	New Kings Road	23	25.22	2.22
Bolinbroke Road	20.15	20.82	0.67	Normand Road	26.85	24.62	-2.23
Brackenburry Road	22.45	21.235	-1.215	North End Road (a)	26.25	22.54	-3.715
Brook Green (one-way)	19.45	17.01	-2.44	North End Road (b)	29.45	28.25	-1.2
Broomhouse Lane	19.45	21.24	1.79	Novello Road	26.5	22.25	-4.255
Broughton Road	27.05	26.56	-0.49	Old Oak Common Lan	19	18.88	-0.12
Bryoni Road	24.05	25.66	1.61	Old Oak Road	29.75	29.63	-0.125
Butterwick Road (one-w	22.05	22.25	0.2	Paddenswick Road	31.3	28.21	-3.09
Cambridge Grove (one-	28.2	28.06	-0.14	Pearcroft Road	31.3	17.53	-13.77
Cathnor Road	15.4	20.33	4.93	Pennard Road (one-w	23.5	25.43	1.93
Caxton Road	24.15	23.94	-0.21	Percy Road	17.7	22.16	4.46
Clancarte Road	21.8	21.255	-0.545	Quarenndon Street	27.15	22.95	-4.2
Cobbold Road	24.95	21.975	-2.975	Queen Carloine Stree	26.6	27.25	0.65
Commonwealth Avenue	23.3	23.025	-0.275	Queen Carloine Stree	21.3	19.74	-1.565
Conningham Road	25.5	24.81	-0.69	Ranoch Road	20.5	27.16	6.66
Dalling Road (one-way)	22.35	22.645	0.295	Ravenscourt Gardens	19.35	20.73	1.38
Dowes Road	24.2	22.01	-2.19	Ravenscourt Park	23.6	24.42	0.815
Du Cane Road	27.2	27.33	0.13	Richmond Way	26.7	28.17	1.465
Ellerbie Street	29.95	26.495	-3.455	Rivercourt Road (one	16.65	18.7	2.045
Ellerslie Road	23.5	23.985	0.485	Rockley Road (one-w	22.8	25.4	2.6
Fabian Road	26.4	28.575	2.175	Rylston Road	11.85	26.34	14.49
Fitzneal Street	25.15	22.605	-2.545	Sedlescombe Road	21.3	24.07	2.765
Flanchford Road	24.8	24.16	-0.64	Settrington Road	23.7	23.8	0.095
Fulham Palace Road (a)	25.5	22.73	-2.77	Shepherds Bush Road	23.5	23.37	-0.135
Fulham Palace Road (b)	28.3	29.27	0.97	Sherbroke Road	28.4	26.46	-1.9435
Fulham Road (a)	30.85	27.7	-3.15	Shottendane Road	27.05	28.02	0.965
Fulham Road (b)	25.65	29.875	4.225	Sinclair Road	25.5	21.4	-4.1
Glenthorne Road (one-	29.95	26.09	-3.86	South Africa Road	24.4	23.4	-1.005
Gliddon Road	28.9	27.11	-1.79	Stamford Brook Road	31.2	22.1	-9.1
Goldhawk Road	23.15	23.805	0.655	Stokenchurch Road	31.55	25.8	-5.755
Gowan Avenue	32.1	31.28	-0.82	Sulgrave Road	21.7	22.9	1.2
Greyhound Road	28.3	27.745	-0.555	Tournay Road	23.05	25.51	2.46
Hadian Park Road	24.6	24.435	-0.165	Townmead Road	26.65	26.57	-0.08
Hammersmith Grove	24.3	22.765	-1.535	Uxbridge Road (a)	25.95	25.08	-0.87
Hammersmith Road	19.55	21.39	1.84	Uxbridge Road (b)	31.55	30.35	-1.2
Hartswood Road	32.1	30.005	-2.095	Verker Road	26.4	25.06	-1.345
Harwood Road	23.9	24.84	0.94	Walham Grove	21.7	21.52	-0.185
Hugon Road (one-way)	29.55	22.655	-6.895	Wandsworth Bridge	24.2	26.33	2.13
King Street (one-way)	25.1	31.595	6.495	Wandsworth Bridge R	31.2	31.19	-0.01
Kings Road	28.2	25.47	-2.73	Wendell Road	29	28.15	-0.855
Letchford Gardens	25.1	22.19	-2.91	Woodlawn Road	24.35	21.71	-2.645
Lillie Road	21.25	23.43	2.18	Wormholt Road	20.8	22.8	2
Lime Grove (one-way)	30.1	29.07	-1.03	Wulfstan Road	24.7	24.36	-0.34
Linver Road	22.45	23.93	1.48	Avg change in 7 day a	24.83	24.52	-0.31
Loftus Road	23.75	24.345	0.595				

Table 5

Appendix 7

Roads with where the highest increase and best reduction were recorded over the traffic surveys in 2015 and 2017.

10 roads with the highest change in average 85th percentile speeds			
Road	2015 avg. 85th	2017 avg. 85th	Change
Old Oak Common Lane	19.00	29.63	10.63
Hammersmith Road	19.55	30.01	10.46
Avonmore Road (one-way)	14.65	24.73	10.08
Rivercourt Road (one-way)	16.65	25.40	8.75
Cathnor Road	15.40	23.94	8.54
Goldhawk Road	23.15	31.28	8.13
Rylston Road	11.85	19.80	7.95
Lillie Road	21.25	29.07	7.82
Broomhouse Lane	19.45	26.56	7.11
Wandsworth Bridge	24.20	31.19	6.99

10 roads with the highest change in average 85th percentile speeds			
Road	2015 avg. 85th	2017 avg. 85th	Change
Paddenswick Road	31.30	20.15	-11.15
Stokenchurch Road	31.55	21.55	-10.00
Richmond Way	26.70	18.70	-8.01
Cambridge Grove (one-way)	28.20	20.33	-7.87
Novello Road	26.50	18.88	-7.62
Wendell Road	29.00	21.71	-7.30
Hartswood Road	32.10	24.84	-7.26
Stamford Brook Road	31.20	24.25	-6.95
Queen Carloine Street	26.60	19.74	-6.87
Uxbridge Road (a)	31.55	25.06	-6.50