

LONDON BOROUGH OF HAMMERSMITH & FULHAM

Report to: Cabinet Member for Public Realm - Councillor Sharon Holder

Date: 25/08/2022

Subject: Boroughwide 20mph Speed Limit

Report of: Masum Choudhury - Head of Transport

Report author: Slobodan Vuckovic - Senior Traffic Officer

Responsible Director: Bram Kainth - Strategic Director of Environment

SUMMARY

In 2016 the council introduced a borough wide 20mph speed limit that excluded only classified A roads (outside of town centres) which retained the 30mph speed limit (see Appendix 1). Roads operated by Transport for London (TfL) including sections of the A4, A40 and A3220 are also excluded from the boroughwide 20mph speed limit.

The Council is continuously working towards making roads safer and the borough a better place to live. It has a statutory duty to secure expeditious, convenient, and safe movement of vehicular and other traffic (including pedestrians). The 20mph speed limit is a key part of the council's overall strategy to become a safer and greener borough.

Collisions at higher speeds are more likely to result in fatalities or result in life changing injuries, and drivers travelling at higher speeds have less time to react and require longer distances to stop their vehicles. Sustained injuries following a traffic collision are also more severe at higher speeds. Significantly, more traffic collisions per km of road occur on A roads (30mph) than on roads with 20mph speed limits.

It is our aim to reduce the number and severity of traffic collisions, and to have a consistent speed limit across the borough, therefore proposing to have the remaining 30mph speed limit on A roads within the borough (excluding TfL operated roads) reduced to 20mph.

RECOMMENDATIONS

1. That the Cabinet Member approves the introduction of a 20mph speed limit on all classified A roads within the borough (excluding TfL operated roads). Roads for consideration which are currently 30mph include: Scrubs Lane and Wood Lane (A129), Uxbridge Road (A4020), Goldhawk Road (A402), Shepherd's Bush Road (A 219), Fulham Palace Road (A219), Hammersmith Road (A315), Lillie Road (A3218), Dawes Road (A3219), and Fulham Road (A304).
2. That the Cabinet Member approves the proposed expansion of the 20mph area on all A roads on a permanent basis.

Wards Affected: All

Our Values	Summary of how this report aligns to the H&F Values
Building shared prosperity	Reduced and consistent speed limits across the borough gives everybody a clear message that we equally value and provide for a safer surrounding to all road users including pedestrians, to enjoy walking, cycling, or driving at lower speeds. Our highways projects can help with the economic growth in the borough and to make our borough the best place to do business in Europe and to create an inclusive economy where everyone can benefit.
Creating a compassionate council	We listen to our residents, consider their concerns, and implement schemes with them. We equally treat and value all our residents and endeavour to address highway issues they may raise with us. Through our projects we endeavour to address the community's needs, especially those that are vulnerable and as such create a safer and healthier environment.
Doing things with residents, not to them	Our highways improvement schemes are driven by residents whose concerns create a basis for us to investigate. Whenever possible we endeavour to involve residents in the design and decision-making process, as well as at policy evaluation and service delivery.
Being ruthlessly financially efficient	Our projects are financially scrutinised to achieve maximum value for money, and we use in-house resources to design and implement schemes where possible.
Taking pride in H&F	We take pride in this borough by promoting a healthy environment through our projects. With reduced speed limits and safer roads, the borough will become a better place to live, work and do business.
Rising to the challenge of the climate and ecological emergency	Through our schemes we consider climate and ecological elements; we promote healthier lifestyles by encouraging people to walk and cycle more by providing more green spaces and segregated cycle lanes. We control CO2 emissions and take this into consideration when prioritising improvement schemes.

Financial Impact

The Council has a funding allocation of £57,000 from Transport for London (TfL) to implement the project. This funding is for officer fees and to pay for the work to be done towards the implementation of the project.

The funding is limited to the amount approved by the TfL board. Any variation in costs cannot be assumed to be funded by TfL unless this is approved in advance. Alternatively, officers may need to manage the workload to ensure that expenditure is contained within the approved provision.

Giles Batchelor, Finance Manager, 25th July 2022

Legal Implications

The Council has power under the Road Traffic Regulation Act 1984 to make decisions relating to speed limits on roads in its area. The setting of the speed limit recommended in this report can be undertaken by way of an order under s84 of the Act. The Council needs to give public notice of its intention to exercise this power. The Council can lawfully incur expenditure, as referred to in the paragraphs above concerning the project's financial impact, to implement this proposal.

John Sharland, Senior solicitor, 27th July 2022

Background Papers Used in Preparing This Report

None.

DETAILED ANALYSIS

Proposals and Analysis of Options

1. Traffic and road user profiles during and after the Covid pandemic has changed with more people cycling, riding motorbikes (scooters) and walking. In addition to providing safe and segregated cycle lanes for cyclists, changing the speed limit on main roads would further help all road users. Navigating through a relatively small area with different speed limits in place may cause confusion amongst road users. Having one speed limit on all roads within an area would help mitigate this. It will also reduce the number of signs needed to sign different speed limits, therefore contributing to the street de-clutter.
2. Many businesses now rely on deliveries, which are increasingly carried out by bicycles and motorcycles/scooters. Reducing the speed limit on A roads to 20mph, would contribute further towards the safety of delivery riders, drivers, and other road users. Reduced speed further contributes to the businesses as road users, including pedestrians generally feel safer in such an environment.

3. The work would involve the installation of the required 20mph speed limit signs and 20mph speed limit road markings along each route, to match with the existing speed limit across the borough.
4. Since February 2022 (Appendix 1) the speed limit on Wandsworth Bridge Road and New Kings Road have also been reduced to 20mph. This report will tackle the remaining roads in the borough, therefore bringing all roads that are managed by the borough to a consistent speed limit of 20mph.

Reasons for Decision

5. Classified A roads are the primary traffic distributors throughout the borough. They currently have 30mph speed limits - except within town centres and on roads already changed to 20mph - and total 19km or 8.4% of the road network. The remaining 91.6% or 206km are roads that have 20mph speed limits. The total highways road network in LBHF is 225km.
6. Traffic collision statistics for the period 1 March 2019 to 28 February 2022 (the latest traffic collision data we have access to) reveals that 45% of all traffic collisions occur on A roads. However, if the collision data is further analysed by the number of traffic collisions occurring per km of roads, a significantly higher number of traffic collisions are recorded on A roads with a 30mph speed limit (see Appendix 2).
7. Amongst vulnerable road users injured on A roads in LBHF, for the period 1 March 2019 to 28 February 2022, cyclists and motorcyclists were involved in 81% of traffic collisions with personal injury. Pedestrians and children were involved in 16% and 3% of all collisions respectively.
8. The proposal would address the need to reduce the speed limit on all classified A roads within borough, therefore making these roads safer for all road users. With reduced speeds of travel the likelihood of creating a safer environment with less traffic collisions with less severe injuries is increased.

Equality Implications

9. The groups with the following protected characteristics will benefit from lower speed limits and the ability to cross streets safely. Age, Disability, Pregnanc and Maternity.

Risk Management Implications

10. Improving safety is a key corporate risk objective, the recommendation to reduce the speed limit on all A roads, contributes to making roads safer in the borough.

David Hughes, Director of Audit, Fraud, Risk and Insurance, 27th July 2022

Climate and Ecological Emergency Implications

11. The recommendations of this report align with key aspects of the council's Climate and Ecological Emergency Strategy for 2030. This includes the clean air benefits and better health and wellbeing aspirations through the increase of cycling and walking, which is anticipated with a reduction in the speed limit on all A roads.

Hinesh Mehta, Head of Climate and Ecology, 01/08/2022

Health and Wellbeing

12. 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.
13. 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.

LIST OF APPENDICES

Appendix 1 Borough speed limits

Appendix 2 Distribution of traffic collisions in LBHF per km of road