

**PUBLIC QUESTION TIME**

**LONDON BOROUGH OF HAMMERSMITH & FULHAM**

**COUNCIL MEETING – 22 OCTOBER 2014**

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Question by: Mr Brian Mooney

To: The Cabinet Member for Environment, Transport and Residents Services

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**QUESTION**

“I understand that the Council is proceeding with a public consultation, including a feasibility design, on a substantially borough-wide 20mph zone.

I wish to point out that:

1. Speed is not the major factor in motor accidents - misjudgement, inattention or tiredness are far more likely to be at fault.
2. Wide area 20mph zones elsewhere have not been respected by drivers who perceive this speed limit as unnaturally low.

Can you please provide quantified hard evidence that having such a zone in the Borough earlier would have prevented any accidents?”

**ANSWER**

The 20 mph is one of our manifesto commitments and something we are keen to move forward on. There are a number of studies that correlate vehicle speed to casualty risk and severity.

The DfT studies show that every 1mph reduction in speed equals to 6% reduction in casualty rates.

Portsmouth was the first city to implement an authority-wide 20mph limit, that saw a 1.3mph average speed reduction along with a 21% casualty reduction.

There have been a number of London borough-wide 20mph limits but they have not been in long enough to have sufficient data for comparison, such as in Islington.

In terms of evidence, there have been a number of 20mph zones that have been introduced in the borough:

<b>20mph zone</b>	<b>"Before" injuries (3 year period)</b>	<b>"After" injuries (3 year period)</b>	<b>Reduction in injuries (%)</b>
Brook Green	42	25	40%
Wormholt Park area	26	14	46%
North End Road East	11	5	55%
Thornfield Road	10	3	70%
Cathnor Park	19	8	68%