


<b>London Borough of Hammersmith &amp; Fulham</b>  <b>COMMUNITY SAFETY, ENVIRONMENT AND RESIDENTS' SERVICES POLICY &amp; ADVISORY COMMITTEE</b>  <b>18 November 2015</b>		
<b>BOROUGHWIDE 20MPH SPEED LIMIT - CONSULTATION RESULTS</b>		
<b>Report of the Cabinet Member for Environment, Transport and Residents Services</b>		
<b>Open Report</b>		
<b>Classification</b> - For Policy & Advisory Committee Review & Comment  <b>Key Decision:</b> No		
<b>Wards Affected:</b> ALL		
<b>Accountable Director:</b> Mahmood Siddiqi, Director for Transport & Highways		
<b>Report Author:</b> Slobodan Vuckovic, Project Manager		<b>Contact Details:</b> Tel: 020 8753 3360 E-mail: <a href="mailto:slobodan.vuckovic@lbhf.gov.uk">slobodan.vuckovic@lbhf.gov.uk</a>

## 1. EXECUTIVE SUMMARY

- 1.1. A public consultation on the introduction of a borough-wide 20mph speed limit has shown a significant majority in favour of the scheme.

## 2. RECOMMENDATIONS

- 2.1. That the committee review and comment on the outcome of the borough wide consultation on a 20mph speed limit as set out in section 5 this report.

## 3. REASONS FOR THE PROPOSAL

- 3.1. The Administration's manifesto includes a commitment to 'greening the borough, being fair to drivers and better for cycling'. The Administration has a firm commitment to making local neighbourhoods safer and more

pleasant for local people and this proposal is an important initiative in that improvement programme.

- 3.2. The council, as part of its transport plan, has targets to reduce both the number of overall road casualties and reduce the number people killed and seriously injured in collisions.
- 3.3. The proposal was put forward for the following reasons;
  - to address a real danger on our streets
  - to reduce deaths and injuries
  - to reduce accidents
  - to make our children, and others, healthier
  - to make our neighbourhoods more pleasant.

The consultation document set out the following rationale for the proposal;

- Three children a month are injured on H&F's roads on average.
- Of a total of 763 people injured last year, almost half were cyclists or pedestrians.
- If you are hit by a car going at 30mph, your injuries are eight times more likely to be fatal than if the car is going at 20mph.
- Existing 20mph zones on H&F streets have resulted in injuries from collisions falling by between 20 and 80 percent.
- By making our streets safer, a 20mph limit would encourage walking and cycling, which are good exercise.
- Collisions cause congestion, so fewer collisions would mean fewer delays and at slower speeds, vehicles flow through traffic junctions more smoothly which is helpful for drivers.
- Calmer roads would make our neighbourhoods more pleasant places to live in.

#### **4. CONSULTATION**

- 4.1. The consultation ran from 9 June to 31 July 2015. We did however allow a further two weeks for responses sent by post to arrive, finally concluding the consultation on 15 August 2015, a total of nine weeks.
- 4.2. As well as hosting an online consultation, we delivered about 80,000 leaflets to households and businesses in the borough.
- 4.3. In total 5,287 responses were received and recorded and of these, 2,136 (40%) filled in an online form via the council web page and 3,151 (60%) replied by post.
- 4.4. The consultation results will be reported to Cabinet in January 2016, when the Cabinet will decide whether to proceed with the implementation of additional 20 mph limits.

## 5. CONSULTATION RESULTS

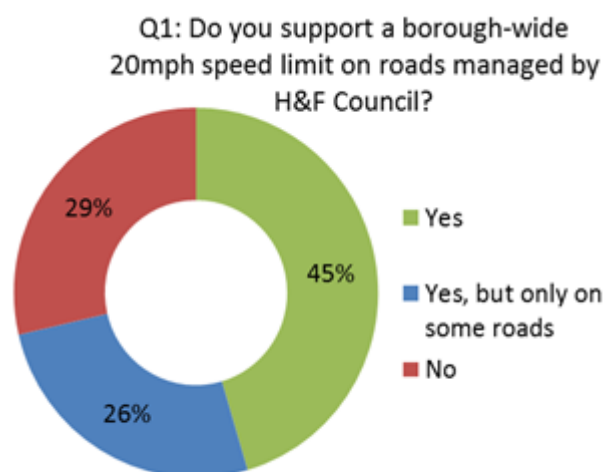
5.1. The consultation results show a majority of respondents in favour of the additional 20mph limits. The questionnaire asked a number of questions and a summary of the results of these are set out below.

### 5.2. **QUESTION 1 - Do you support a borough-wide 20mph speed limit on roads managed by Hammersmith & Fulham Council?**

5.3. The responses to question 1 were as follows;

- 45% of respondents (or 2,367) said YES
- 26% of respondents (or 1,351) said YES but only on some roads
- 29% of respondents (or 1,493) said NO

Note: 76 respondents to the consultation did not respond to question 1, and as such were excluded from the number above



### 5.4. **QUESTION 2 – If you ticked ‘Yes but only on some roads’, which road(s) should retain a 30mph speed limit?**

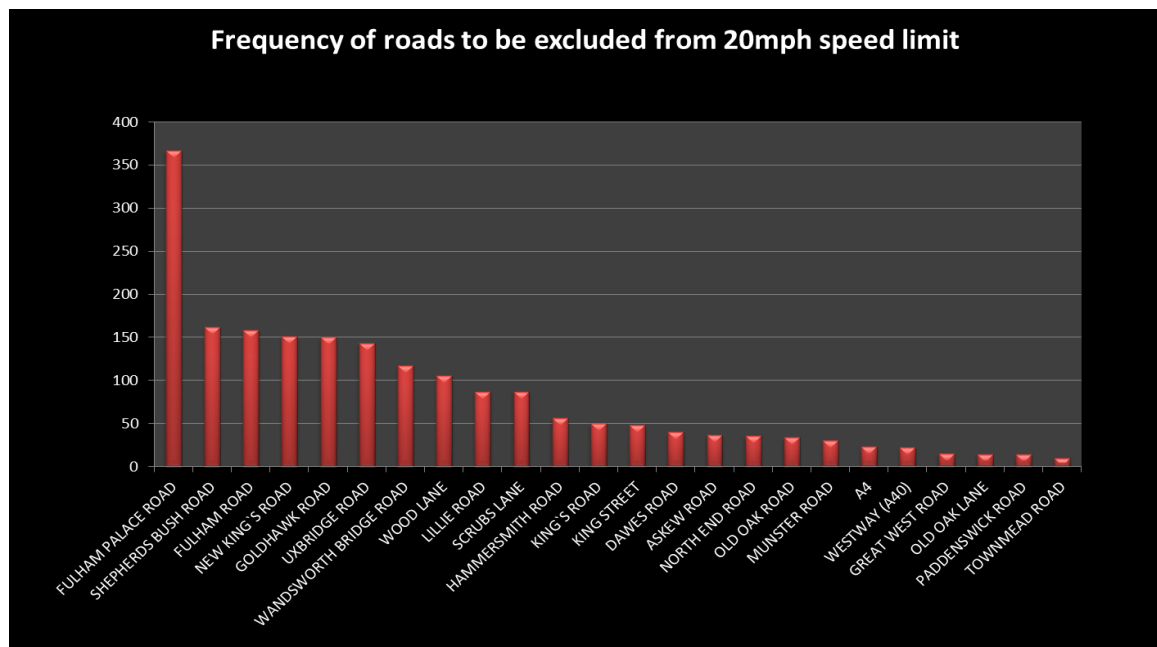
5.5. Detailed analysis of Question 2 revealed the road names and road types which respondents thought should be excluded from a borough wide 20mph speed limit.

5.6. The table below illustrates, in the respondents own terminology, the type of roads which they feel should be excluded from the 20mph speed limit scheme, thereby retaining a 30mph speed limit. As shown most of this group of respondents prefer to retain the 30mph speed limit on main roads (789) and secondary roads (193). Additionally, respondents named A-roads, TfL roads, arterial roads and bus routes, making up a further 107 responses.

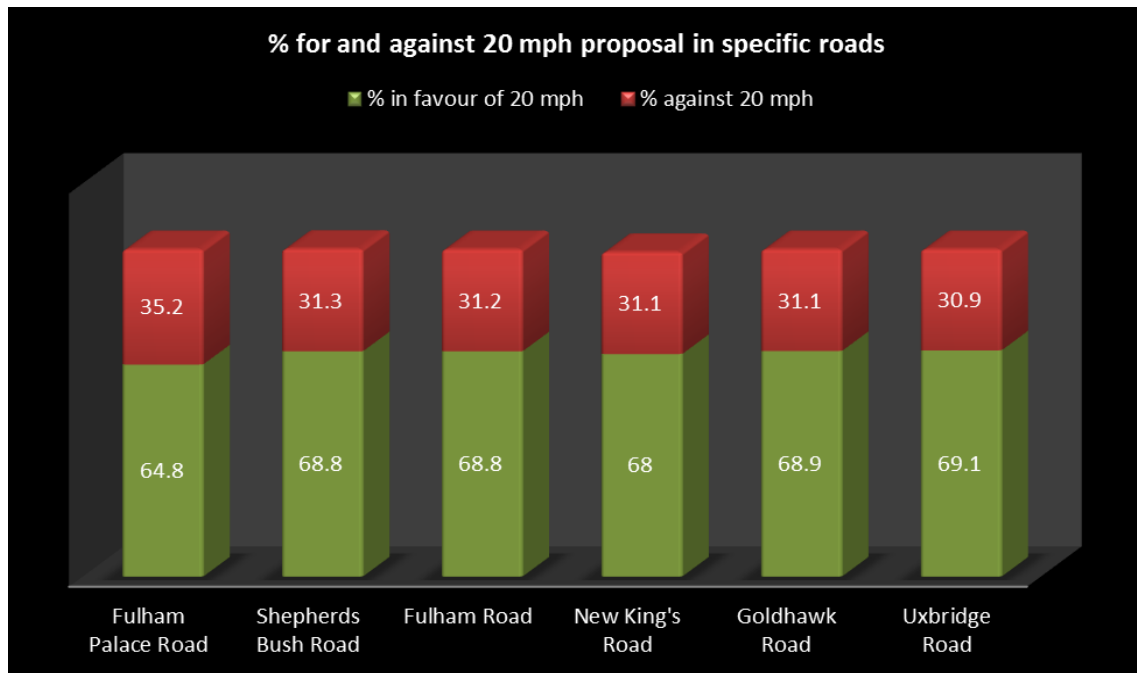
TYPE OF ROAD	No
MAIN ROADS	789
SECONDARY ROADS	193
ALL ROADS	83
TFL ROADS	69
A ROADS	16
BUS ROUTES	14
ARTERIAL ROADS	6
TRUNK ROADS	2
RESIDENTIAL ROADS	1

5.7. The chart below shows the most frequently-mentioned roads that respondents felt should be excluded from a 20mph speed limit. The majority of these are main or secondary roads. The following are the main statements used to ask for certain roads to be excluded from 20mph speed limit proposal;

- All principal roads should remain 30mph
- During peak hours Fulham Palace Road is already congested and the traffic moves slowly anyway.
- The 20mph speed limit could have significant impacts on the levels of air pollution in the borough.
- An introduction of 20mph speed limit could affect bus services by increasing bus journey times.

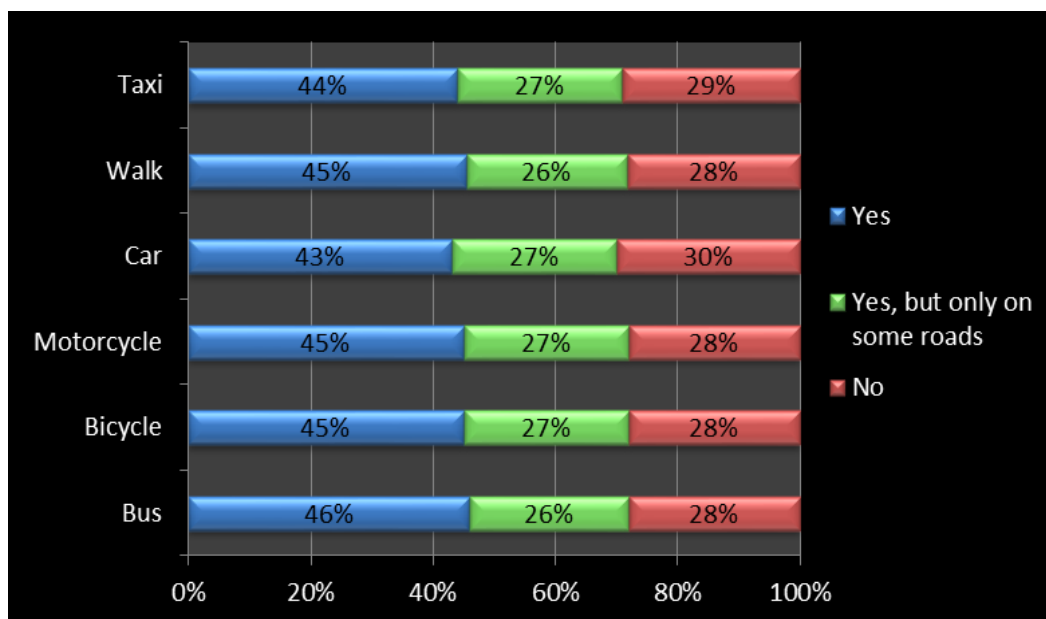


When adding the number of individual responses generally against the proposal to those specifically against individual roads, there was still a majority in favour of the proposal in relation to each road, as shown below for the top six roads.



**5.8. QUESTION 3 - If you are responding as an individual, please tell us how often you use the following ways of travelling?**

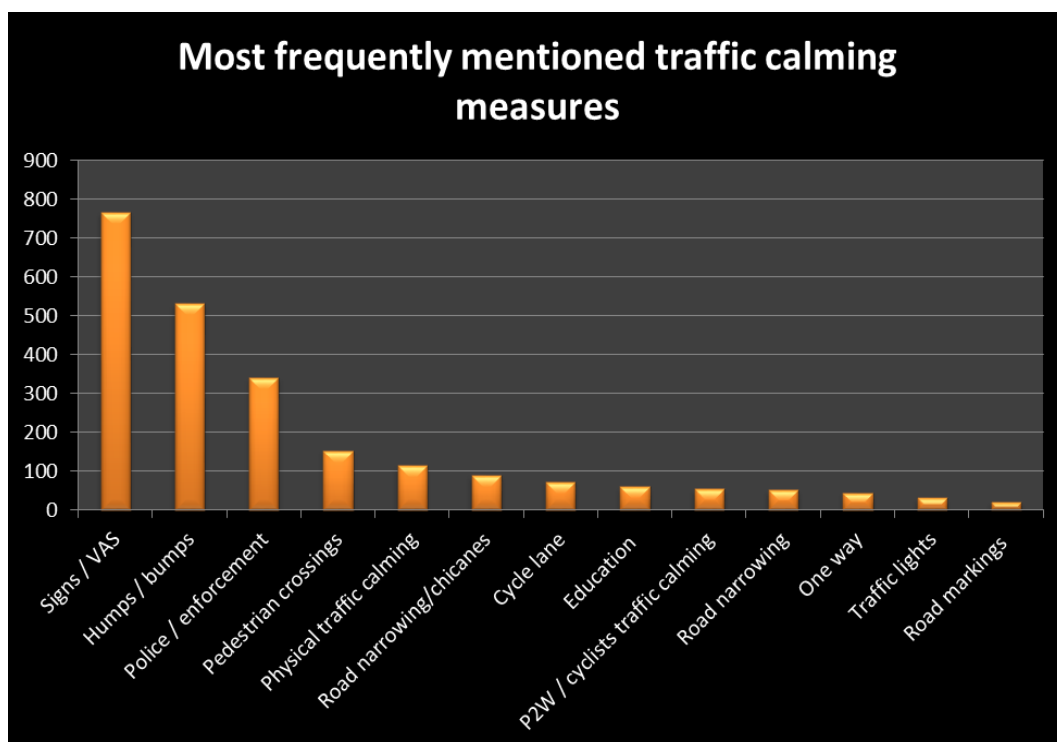
5.9. Question 3 of the consultation asked people about how often they use various modes of transport. Apart from gaining useful information about their principal or main modes of travel, it was considered useful to cross-reference this information with the number of people that support or do not support 20mph speed limit proposals. The results received confirm that the majority of people, regardless of the mode of transport used, prefer to have a 20mph speed implemented. As shown in the chart overleaf.



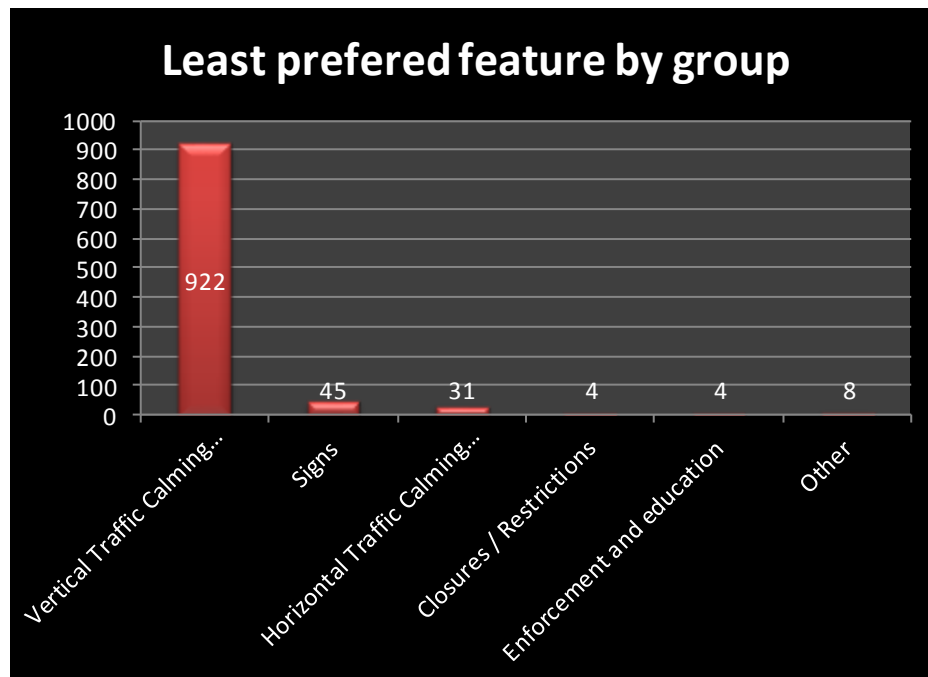
**5.10. QUESTION 4 - Please tell us about any further measures, such as speed humps or vehicle activated signs, you would like to see to support a 20mph speed limit. Where should these go?**

5.11. The purpose of this question was to gauge the public's opinion on the use of traffic calming measures and which were most and least favoured in different locations.

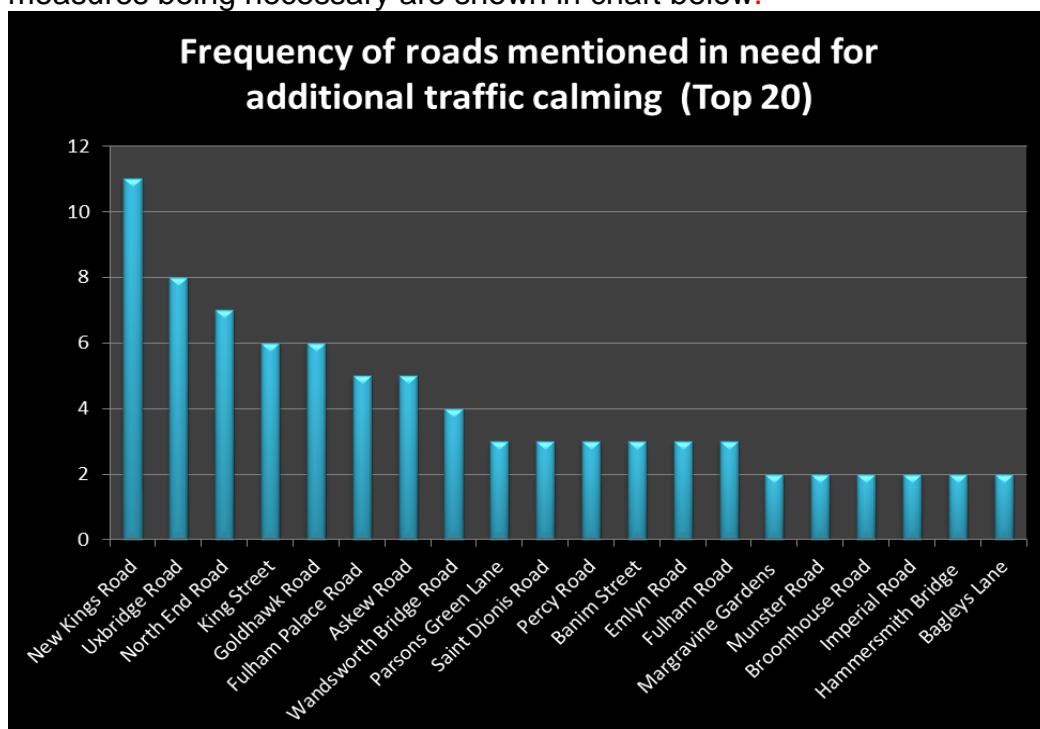
5.12. Of the measures mentioned, various types of information, regulatory and warning signs are considered, by respondents, to be the most preferred measures likely to support a boroughwide 20mph speed limit, followed closely by the use of speed humps/bumps and raised tables and then speed limit enforcement. Again as set out in the chart overleaf.



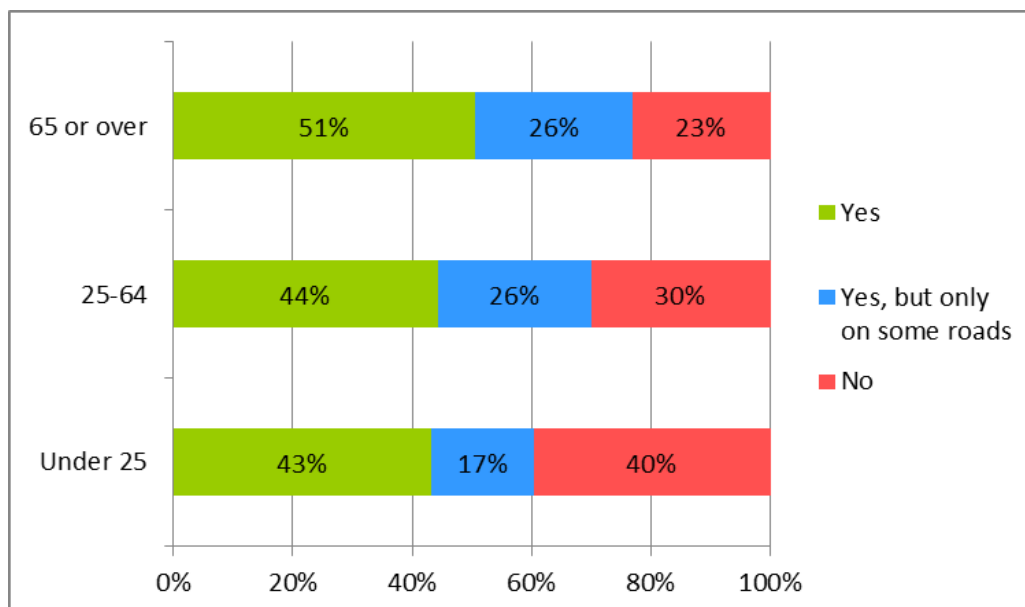
- 5.13. Although speed humps were often mentioned in a positive way, they were also mentioned, in a greater number as the least preferable measure, as below.



- 5.14. Police enforcement was also often mentioned as an important measure that would ensure the 20mph speed limit compliance. Some respondents felt that without the help of the police, drivers simply would not obey the reduced speed limit.
- 5.15. The 20 roads that were most mentioned in relation to further traffic calming measures being necessary are shown in chart below.



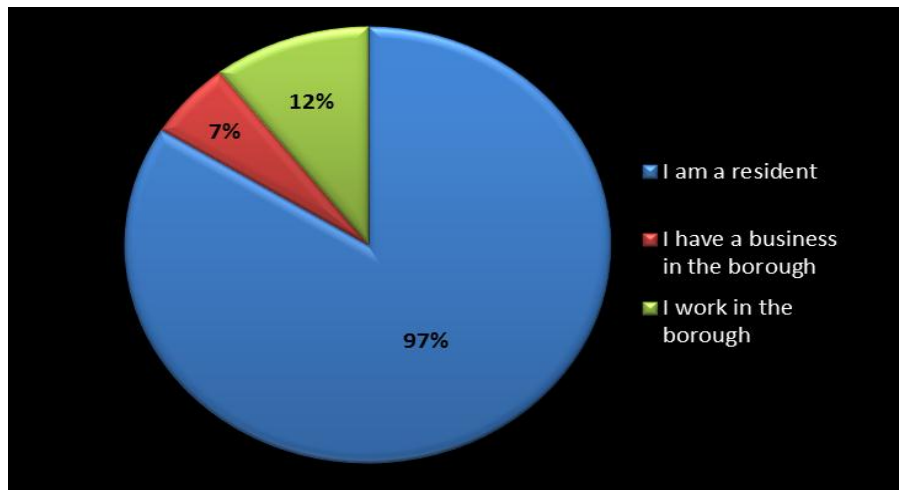
- 5.16. As part of the consultation process, emergency services and residents' associations were also consulted and asked for their opinion. To date, none have objected or expressed concerns over the proposed measures.
- 5.17. The Metropolitan Police Service (MPS) stressed that they, in accordance with Association of Chief Police Officers (ACPO) guidance, will not routinely enforce 20mph speed limits as they should be self-enforcing. Where intelligence/information identifies a high risk area, the MPS will provide support where appropriate with enforcement, however this should be seen as a stop-gap action pending remedial work at a site.
- 5.18. 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.
- 5.19. **QUESTION 5** – In this section of the questionnaire, respondents were asked to indicate their age range and whether they were local residents or businesses or worked in the borough. By analysing the responses in more depth, further information was collected;
- Only 2% of respondents were under the age of 25
  - 72% of respondents were between 25-65
  - 25% of respondents were 65 and over.
- 5.20. Further analysis of this question is shown in chart below, and shows a similar level of opinion across all three age ranges.



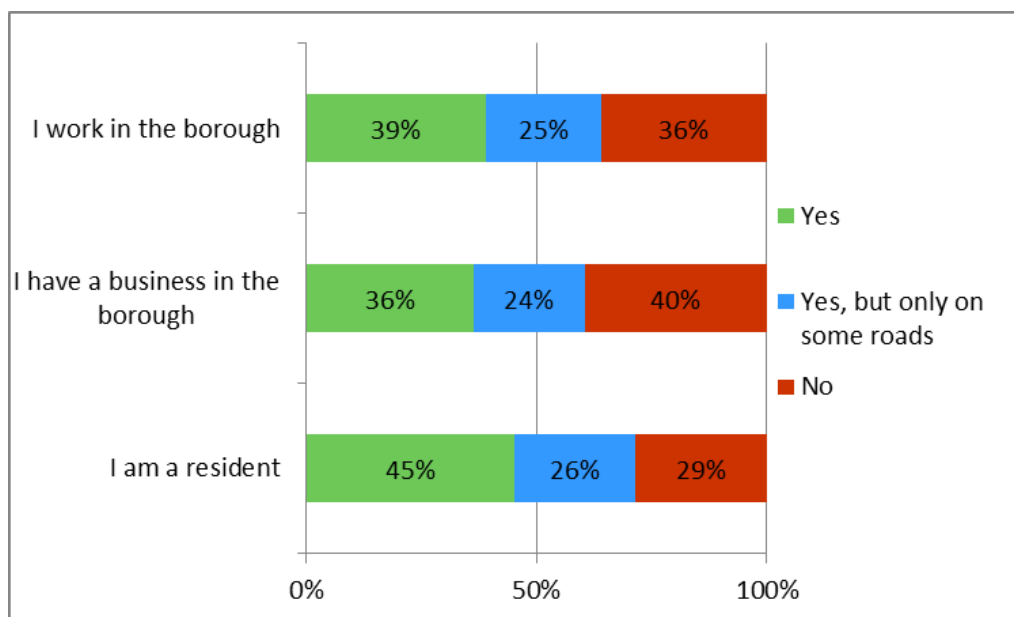


5.21. The chart below shows the status of the respondents, at which they responded to the consultation. Three options were offered;

- I am a resident
- I have a business in the borough
- I work in the borough



5.22. The chart below shows what the respondents, based on their status in the borough felt about the 20mph speed limit being implemented:



5.23. Appendix 3 is shows the geographical spread of opinion on 20mph speed limit proposal across post code areas in the borough

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

<b>No.</b>	<b>Description of Background Papers</b>	<b>Name/Ext of holder of file/copy</b>	<b>Department/ Location</b>
1.	N/A	N/A	N/A

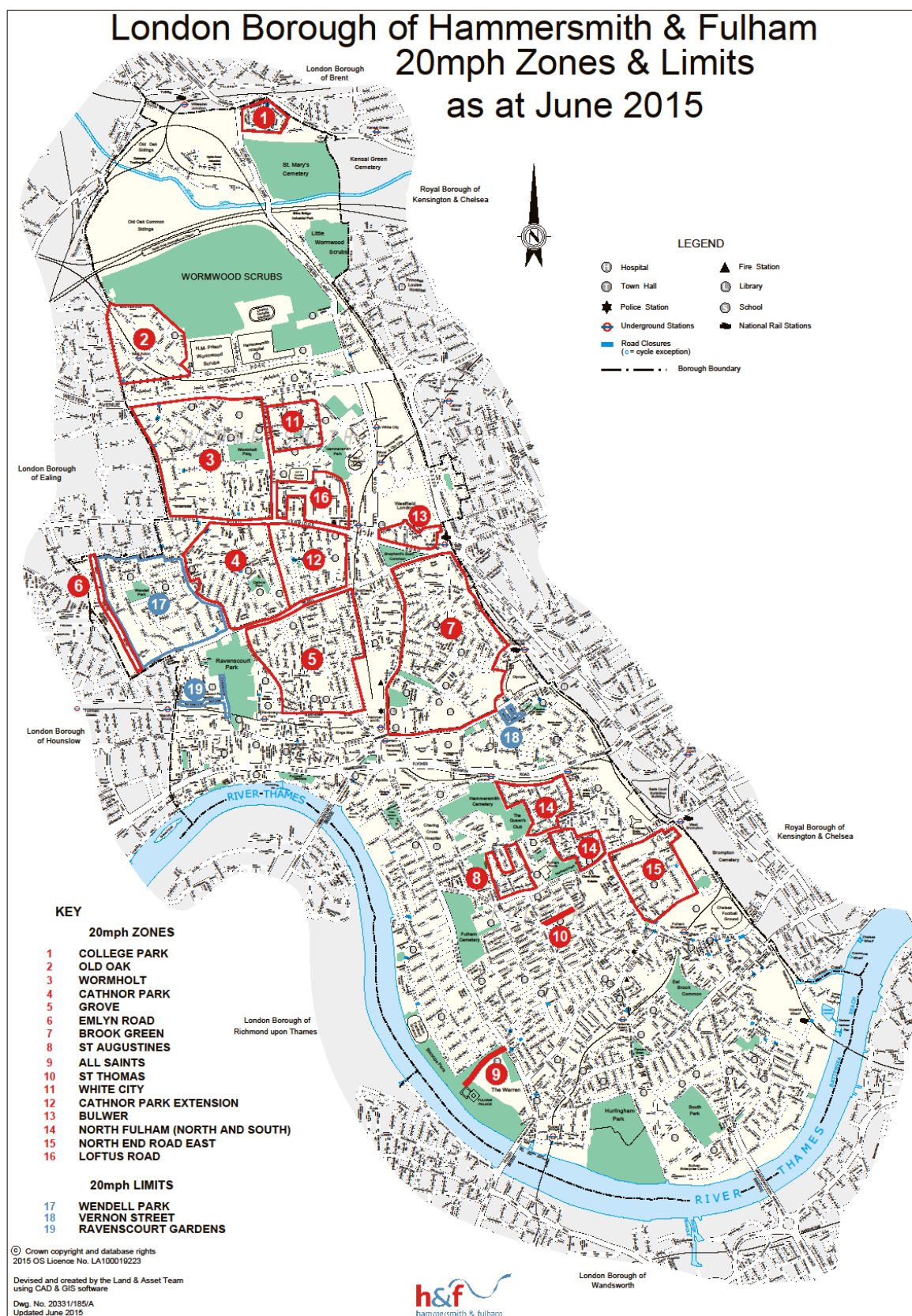
**LIST OF APPENDICES:**

**Appendix 1** – existing 20mph zones and speed limits within LBHF

**Appendix 2** – Questions asked in 20mph borough wide consultation leaflet

**Appendix 3** – A map of the borough showing geographical opinion on 20mph speed limit propos

# Appendix 1



## Appendix 2

### The proposal

We are consulting on whether to implement a 20mph limit across the borough.

#### Which roads?

We are proposing a 20mph restriction on all roads in H&F, apart from those managed by Transport for London - the A40 (Westway), the A3220 and the A4 (Great West Road). If you think some other roads should be excluded from the new limit, please tell us which in Question 2.

#### Enforcement

The speed limit would be enforced by the police just as the 30mph limit is now. We are not proposing more speed cameras. Our questionnaire asks whether you would also like to see more traffic calming, such as speed humps, in specific areas to help slow traffic.

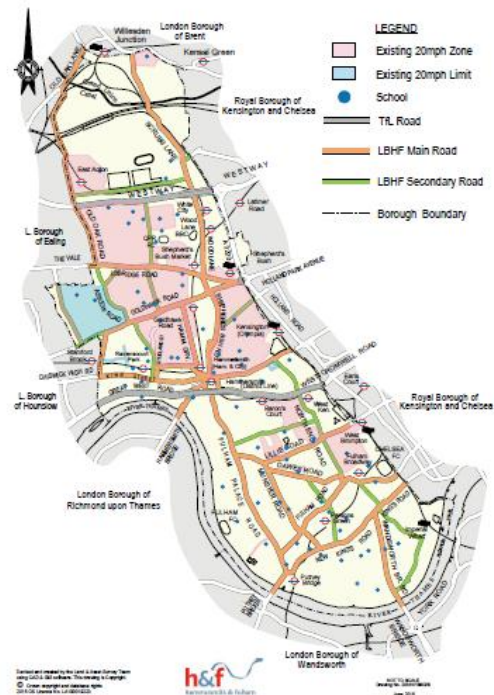
#### Signs

Each road would be clearly signed at the start of the speed limit, with signs repeated throughout the limit area.



#### Raising money from speeding fines

A 20mph scheme would **not** raise money for the council. Only the police are legally able to enforce speed limits. Neither the council nor the police will receive any income from this scheme.



### Questionnaire

Please complete the questionnaire, tear off this page only, and send it back to us in the pre-paid envelope we have enclosed. You do not need to put a stamp on it.

#### Question 1

Do you support a borough-wide 20mph speed limit on roads managed by Hammersmith & Fulham Council? Please tick only one box.

☐ Yes ☐ Yes, but only on some of the roads ☐ No

#### Question 2

If you ticked 'Yes, but only on some of the roads', which road(s) should retain a 30mph speed limit? Please see the map on an earlier page.

#### Question 3

If you are responding as an individual, please tell us how often you use the following ways of travelling? Please tick as many boxes as apply.

	Never	Daily	Several times a week	Several times a month
Bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Motorcycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Car	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walk	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Taxi	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

#### Question 4

Please tell us about any further measures, such as speed humps or vehicle-activated signs, you would like to see to support a 20mph speed limit. Where should these go?

#### Question 5

Please tick all boxes that apply to you

☐ I am a resident ☐ I have a business in the borough ☐ I work in the borough

We are only able to consider responses from valid residential or business addresses in the borough. Please give us your name and postcode in order to ensure your response is considered.

Name

Business (if relevant)

Address

Post Code

Age (optional): ☐ Under 25 ☐ 25-64 ☐ 65 or over





## Appendix 3

