

**London Borough of Hammersmith & Fulham**

**CABINET**

**4 SEPTEMBER 2017**



**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 current Administration's 2014 manifesto committed to "take measures to improve safety for pedestrians and make our neighbourhoods better places to live, saying "all residential streets, not trunk roads [should] become 20mph".
- 1.2. Following consultation in June 2016, the Cabinet agreed 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 collision rates are high,
  - retain the 30mph speed limit on the other main roads in the borough (please see map at Appendix 1 showing current speed limits),
  - 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.
- 1.3. The scheme was launched on 5 September 2016 under an experimental Traffic Management Order which is valid for up to 18 months. We therefore need to address representations made by the public and decide whether to make the order permanent or amend or rescind it. Along with the expressions of support for the schemes, we have carefully considered the objections to the scheme and will

address some of the more substantive points as outlined in para 1.6 below. Overall officers do not see anything in the objections to make us rescind or amend the scheme and therefore recommend making it permanent.

- 1.4. Speed surveys across the borough before and after scheme implementation indicated there was an overall reduction in speed, with the 20 fastest roads surveyed in 2015 all seeing speed reductions in 2017.
- 1.5. It is too early to assess the effect on collisions as an assessment of three years before and after periods are usually required.
- 1.6. From the speed surveys, we will identify the areas of greatest non-compliance and with the highest collision levels and develop a programme of engineering, education and enforcement measures to support the new speed limit

## **2. RECOMMENDATIONS**

- 2.1. That approval be given to make the Traffic Management Order no 1283 (20mph speed limit extension) permanent.

## **3. REASONS FOR DECISION**

- 3.1. The Cabinet decision of September 2016 is 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"), and , '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'. As substantial objections to the scheme have been received, it is appropriate for the Cabinet to decide the future of the scheme.
- 3.2. When introducing the 20mph speed limit extension, the Council was determined to make its roads safer and this borough better place to live. The scheme was designed having regard to the Section 122 duty and its Network Management duty and the current guidance from Department for Transport (DfT) on the use of 20mph speed limits, contained in Circular 1/13. When introducing the scheme, it was our aim to secure expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians). The key factors taken into consideration when considering the reduced speed limit were history of collisions, road geometry and engineering, road functions, composition of road users, existing traffic speeds and road environment. With fewer collisions on our roads there would be less traffic delays and traffic would travel more smoothly with less braking and accelerating. This would in addition contribute further to more cyclists

and more pedestrians feeling more confident when on roads. The 20mph limit is a key part of the council's overall strategy to become the greenest and the best borough. Our aim is to make the borough a healthier, more pleasant, and safer place to live, work and visit, and the 20mph limit should be seen as part of a package combined with other measures such as new and improved cycle routes and parking places and the provision of electric vehicle charging points.

- 3.3. The extensive and well publicised consultation on the possible extension of the 20 mph speed limit we carried out in 2015 showed that 71% of respondents were 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. The present scheme responded to this consultation by extending the 20 mph limit across the Borough but excluding some of the more major roads in Hammersmith and Fulham and delivers the scheme that local people asked for in large numbers.

## **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. Our neighboring boroughs, the London Borough of Ealing and London Borough of Hounslow have also followed and introduced 20mph speed limit in some capacity. 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.

\* Vision Zero means that road danger will be targeted at its source by ensuring the street environment incorporates safe speeds, safe people, safe street design and safe vehicles. It means reducing the dominance of motor vehicles on streets, and then making the remaining essential motorised journeys as safe as possible.

- 4.2 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.

4.3 In June 2017 the draft third Mayor's Transport Plan (MTS 3) was issued for consultation. It expands on this approach and one of its main features is the concept of "Healthy Streets". This has nine components:

- Clean air
- People feel relaxed
- There are things to see and do
- People choose to walk, cycle and use public transport
- It's not too noisy
- There are places to stop and rest
- There is shade and shelter
- It's easy to cross the road
- Pedestrians from "all walks of life" feel welcome.

Draft MTS 3 emphasises the links between transport and health, particularly in relation to air quality and inactivity, and stresses the health benefits of "active travel" – walking, cycling and public transport, as this involves walking to the bus stop or rail station.

Lower speed limits play an important part in this vision. It suggests that walking and cycling and healthy streets should include reducing the speed limits to 20mph and designing streets to keep speed down.

4.4 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)

4.5 In 2001 the council embarked on a programme of introducing 20 mph zones in residential side roads. Prior to the 20mph speed limit extension scheme, over the years we have introduced sixteen 20 mph zones and three 20 mph limit areas, covering around 40% of the borough. 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 widespread in recent years.

4.6 In April 2015 the council conducted borough-wide speed surveys, in which the speed on 100 roads within the borough were surveyed. In April 2017, following the scheme implementation we visited the same roads and survey them once again. Please see paragraph 5 for more about traffic surveys.

4.7 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.

- 4.8 Six reasons were given as to why the extension of 20mph speed limits was 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
- 4.9 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.
- 4.10 There were also two Policy and Accountability Committee (PAC) public meetings held on 9<sup>th</sup> June 2015, where the consultation was launched and 18<sup>th</sup> 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. Strong support for the 20mph limit was expressed at the meetings.
- 4.11 The scheme was launched on 5 September 2016
- 4.12 In February 2017 a number of objections to the TRO was received which are shown and addressed in Section 6 and Appendix 3 of this report
- 4.13 In April 2017 we carried out post implementation traffic surveys, at the exact locations as in 2015, so the traffic volume and traffic speed before and after scheme implementation can be compared. There was overall reduction in speed across the borough, with 20 fastest roads in 2015 all seeing speed reduction in 2017. (See para 5 below)
- 4.14 At this point we are not able to provide casualty analysis as the data is not yet available. Data is not generally released by the police until it has been confirmed, and this is several months after the event. The standard collision data evaluation is to compare the collision data three years before the scheme implementation with the data three years after the scheme implementation.
- 4.15 Following the introduction of reduced speed limit, we now intend to develop a borough wide engineering, education and enforcement strategy for supporting the new speed limit. 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.
- 4.16 In 2017/18 we have Transport for London funding to carry out traffic calming to ensure compliance with the new speed limit.
- 4.17 A further Public and Accountability Committee meeting was held on 28 June at which traffic surveys results were presented. The meeting was open and attended

by members of the public who asked questions in relation to the scheme and in general expressed their support for the scheme and introducing further measures where necessary to achieve results.

## 5 SPEED SURVEY RESULTS

5.1 In April 2015, prior to the scheme implementation, we surveyed 100 roads across the borough. We have also surveyed the very same roads once again in April 2017, once the scheme was introduced. This was done so the traffic data before and after the scheme implementation can be compared. Surveys were carried out for 7 consecutive days, 24hrs a day.

5.2 In summary, although it is very short period of time to evaluate the effectiveness of the proposal, there has been an overall decrease in speed in the streets whose speed limit has been reduced, although the effect in different streets is variable. The results are summarised in Appendix 2. Further work on engineering measures, as well as visible interventions and landscaping, together with education, drivers' information, training and publicity as well as enforcement if necessary, will be undertaken to achieve desired results.

## 6 REPRESENTATIONS FROM THE PUBLIC

6.1 Since the scheme was launched in September 2016 a number of public representations to the making of Traffic Regulation Order permanent were received. The role of this report is to enable the cabinet to consider objections to the scheme and the response of officers to them.

The objections, and officers' responses to them, are detailed in Appendix 2. There were 53 objections in total. This compares with 3,988 people who supported the limit for either the whole borough or with some exemptions (and 1493 opposed it) in the original consultation. There have also been expressions of support for the 20mph limits from various organisations such as Hammersmith and Fulham Cyclists and the Avonmore Residents Association.

6.2 Summary of objections received and council's response in italics:

- The unfairness and lack of thoroughness of the consultation process, and the Council's decision to ignore results; *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. Thus 71% of respondents voted for some form of extension of 20mph speed limits in the borough (whether all roads or some roads).*
- The 20mph is an 'unnaturally low speed limit' which would deprive learner drivers of the experience of driving at 30mph which lures drivers into a false sense of security, and which lulls drivers into an unnaturally drowsy and disengaged state; *in busy urban streets such as ours, there are large numbers of hazards to challenge drivers, and lower speeds give them more time to react to them. A competent driver should be able to drive and*

*observe traffic ahead as well as the speed of travelling as with any other speed limit.*

- That is wrong to criminalise safe driving between 21-30mph and is an unjust, oppressive, and bad policy; *the benefits of the policy are described within the report, under para 6.4.*
- The cost is too great and the money could be spent on more effective measures; *the approach is cost effective as it enables us to focus costly engineering measures on areas where they are most needed*
- That the limit is inappropriate on busy through roads and should not apply to any main roads within borough; *our town centres are places for people to walk, cycle and shop in and therefore lower speeds are appropriate on the main roads there. Following analysis and consideration of the results of the consultation we decided to retain a 30 mph limit on most of the Borough's Principal ("A") roads.*
- That the limit causes drivers to be looking out for speed cameras or speed limit signs and thus giving less attention to the road; *fewer signs are needed if there is a general limit than if limits change with individual streets. No additional cameras have been installed as part of this scheme. A competent driver should be able to drive and observe traffic ahead as well as the speed of travelling as with any other speed limit.*
- the limit causes further road congestion; *Fewer and less severe collisions will mean less congestion; lower speeds increase road capacity because vehicles can travel closer together; if more people walk and cycle, there will be less traffic and therefore less congestion*
- the speed limit is a means of raising funds; *the council does not receive any funds from speeding penalties*
- speed limits are not generally enforced by the police who, in any event ought to be concentrating on poor driver behaviour; *police resources are limited and we will be undertaking a range of measures, in consultation with the police, to ensure compliance where appropriate.*
- traffic travelling at slower speed emits more pollutants. *Traffic travelling more slowly, but more smoothly, should emit less pollutants. Reductions in traffic resulting from more people walking and cycling will improve air quality*

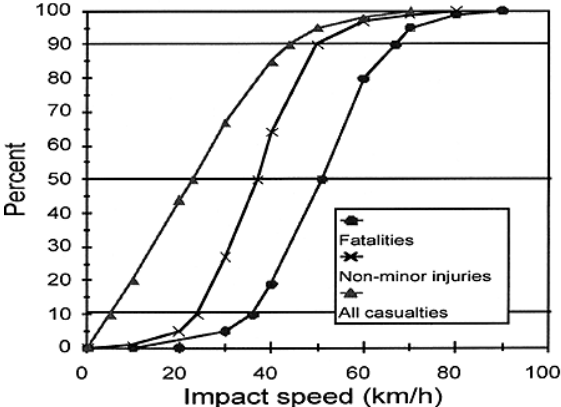
6.4 The 20mph speed limit was extended across the Borough for six reasons:

6.4.1 *Addressing a real danger,*

The speed as a contributory factor together with other factors that contribute to the collisions, e.g. careless driving or failing to judge other drivers speed or path are common mistakes that lead to the collisions. Collisions at high speed kill people or often affect their lives forever. It is our intention to reduce the number and severity of collisions in our borough, in line with the Mayor of London target to halve the number of people killed or seriously injured on London's roads by 2020. Currently it is not possible to compare the number and severity collisions due to the short period since scheme implementation. Once the collision data is available it will be evaluated in detail.

6.4.2 *To reduce death and injuries*

The severity of a casualty directly relates to the speed of vehicle travelling. There are a number of researches available in relation speed-severity of injury. They are all agree that the person hit by vehicle travelling at lower speed has more chance to survive. The graph below shows different risks of injuries to a pedestrian struck by a car at various impact speeds\*.



- If someone is hit by a car at 40 mph they are 90% likely to be killed.
  - If someone is hit by a car at 30 mph they are 50% likely to be killed.
  - If someone is hit by a car at 20 mph they are 10% likely to be killed
- (\* [www.safespeed.org.uk](http://www.safespeed.org.uk))

6.4.3 Reducing collisions

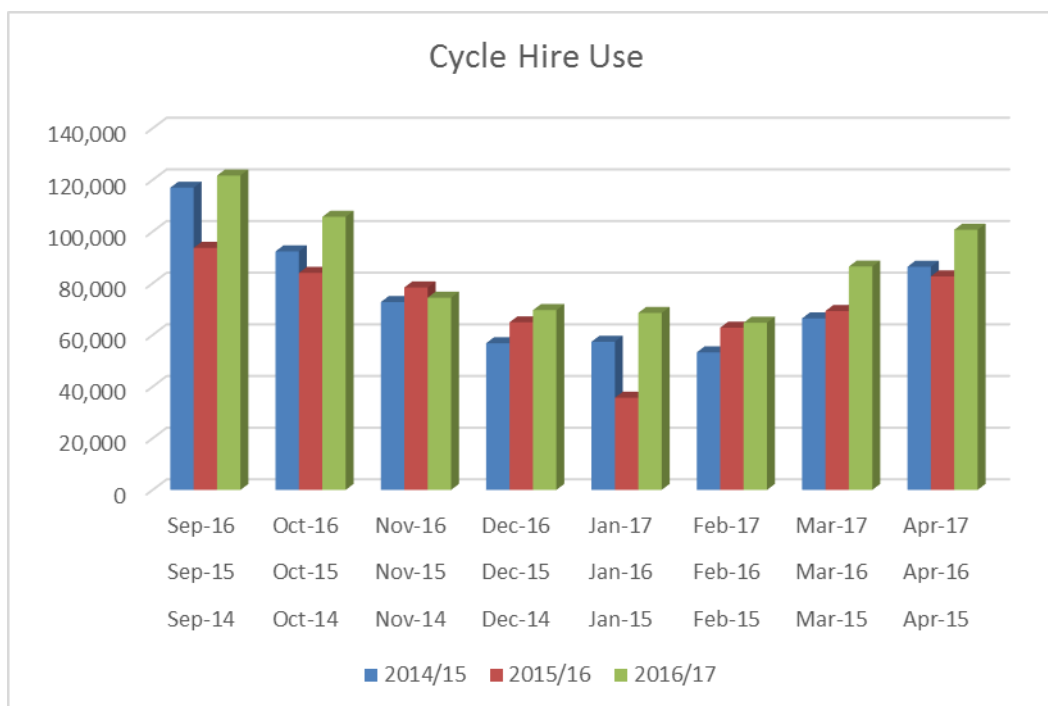
At slower speeds drivers have more time to react, therefore more chance for the collision to be avoided. Royal Society for the Prevention of Accidents (RoSPA) states that *‘Drivers and riders who are travelling at inappropriate speeds are more likely to crash and their higher speed means that the crash will cause more severe injuries, to themselves and/or to other road users. Inappropriate speed also magnifies other driver errors, such as driving too close or driving when tired or distracted, multiplying the chances of these types of driving causing an accident’*. Their researches also confirm that *‘higher speeds mean that drivers have less time to identify and react to what is happening around them, and it takes longer for the vehicle to stop. It removes the driver’s safety margin and turns near misses into crashes’*.

It is still too early for us to confirm if reduced speed in our borough contributed towards the reduction of collisions. Once the data becomes available it will be evaluated and reported to members.

6.4.4 Making our children and all of us healthier

High vehicle speeds are often a deterrent to walking and. With slower vehicle speeds on our roads, both children and adults are more likely to cycle or walk. It has been noted that there has been an increase in cycle hire use following the extension of the 20mph speed limit in September 2016. We have compared the period September to April for 2014, 2015 and 2016, see the chart below. There could be, of course, other factors that can influence lower or higher use of cycle hire scheme, however we believe that the reduced speed of travelling in our borough should help encourage more people to cycle. We will continue to monitor this.





#### 6.4.5 Cutting delays

Serious road crashes cause severe delays and disruption to other traffic, not only on the road on which the accidents take place but across the surrounding area ([www.racfoundation.org/delays due to serious road accident](http://www.racfoundation.org/delays%20due%20to%20serious%20road%20accident)). With slower speed on our residential road, the number of collisions should follow and decrease, which would lead to less delays on our roads.

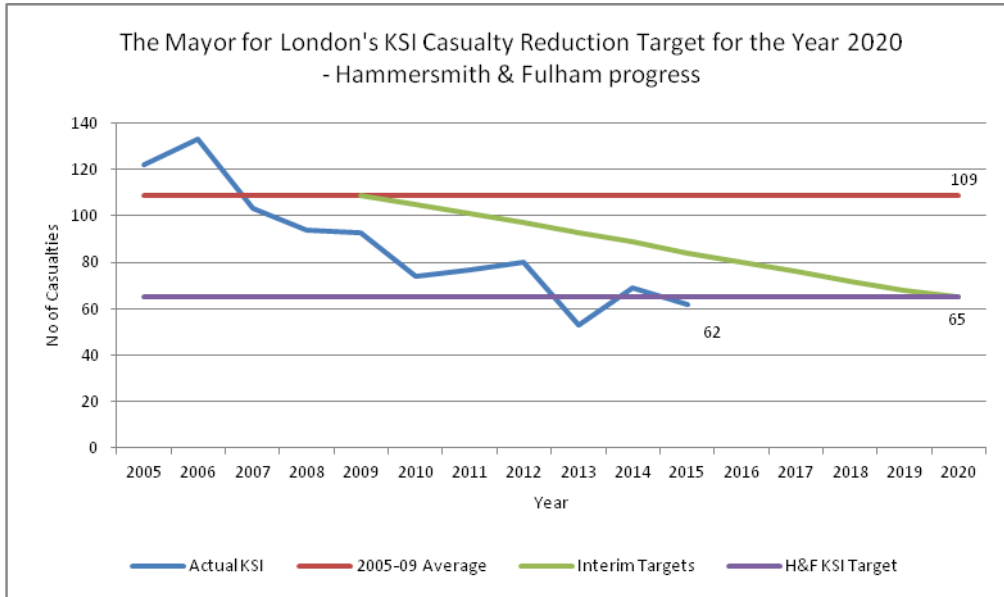
#### 6.4.6 Making our neighbourhoods more pleasant

It is our intention to continue investing in making our neighbourhoods greener and more pleasant places to live. With the reduced speed of travelling, people can spend more time outside, having street parties or walking together. In Hammersmith and Fulham from January to June 2017 we have hosted 18 open street events, with people taking “ownership” of the highway from vehicular traffic. This kind of engagement is expected to continue and increase.

## 7 CASUALTY DATA

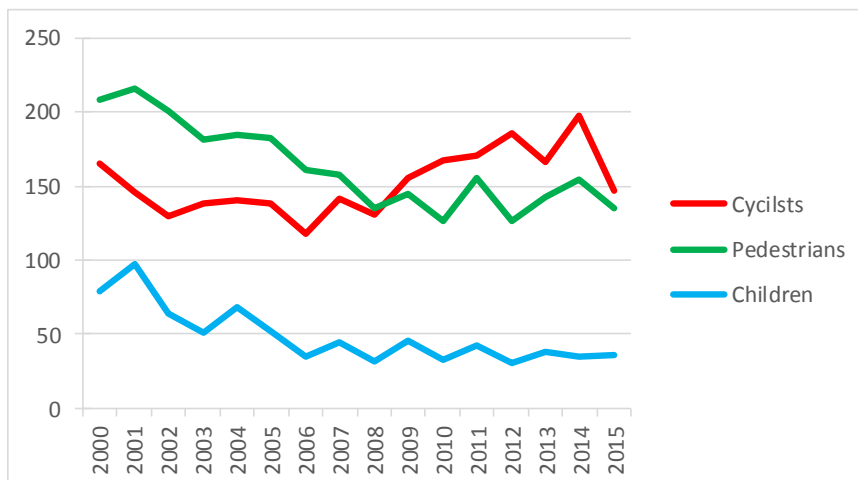
7.1 It is currently not possible to evaluate casualty and collision data, due to data still not being available. It is standard procedure within the industry to provide and analyse casualty data three year prior to the scheme implementation and three years after.

7.2 One of our key transport objectives 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.



The reduction in casualties between 2005 and 2010 corresponds with the Council's previous intensified programme of introducing 20mph zones.

7.3 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 although the number for these two categories went down in 2015. The recent increase in number of injured cyclists could be partly reflecting the growth in numbers of cyclists.



## **8 OPTIONS**

8.1 The following options are considered

- **OPTION 1** - making current TRO permanent
- **OPTION 2** – Extend the experimental order
- **OPTION 3** – Do nothing

### **8.2 OPTION 1 - making current TRO permanent**

We intend to develop a borough wide engineering strategy for supporting the new speed limit. 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.

Supporting measures will range from installation of additional or new traffic calming measures, improving signs and markings, further education and raising driver's awareness of their environment, training, publicity, engaging with the local Police for the safety events, encouraging people to cycle and walk more and to change mode of transport in favour to more sustainable way of traveling. We plan to invest more in electric charging points, getting residents engaged at street parties/events and many other actions that would emphasise reduced speed limit on our roads.

### **8.3 OPTION 2 – Extend the experimental order**

Legally, an experimental Traffic Management Order (TMO) can only be extended for six months with the written permission of the Secretary of State. Further extensions of six months would each need a similar application to the Secretary of State. This would be administratively cumbersome. Option 1 is preferable as the administration can amend or annul a permanent Traffic Management Order at any time.

### **8.4 OPTION 3 – Do nothing**

This option would involve removal of the signage and markings from the roads and returning to the situation prior to 5 September 2016, the day the scheme was launched. It would also have additional financial implications due to the works needed to be done to remove signs and marking previously installed. This option is also against the current administration's 2014 manifesto that is 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".

Therefore Option 1 is the recommended way forward.

## **9 PUBLIC HEALTH IMPLICATIONS**

- 9.1 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.
- 9.2 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.
- 9.5 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.

## **10 EQUALITY IMPLICATIONS**

- 10.1 The groups with the following protected characteristics will benefit from improvements to the council’s highway network and urban environment through accessibility improvements such as dropped kerbs, decluttered and widened footways and improved street lighting; Age, Disability, Pregnancy, and Maternity.
- 10.2 All groups will benefit from improved air quality which is one of the core objectives of the LIP and the mayors emerging environmental policies

## **11 LEGAL IMPLICATIONS**

- 11.1 The Road Traffic Regulation Act 1984 (“RTRA 1984”) and the Local Authorities Traffic Orders (England) Regulations 1996 (“LATOR”) provide for the making of experimental orders. In Greater London an experimental order may be made for any of the purposes set out in sections 6, 45, 46, 49, or 83(2) or by virtue of section 84(1)(a) of RTRA 1984. It is the last of these that covers local speed limits. An experimental order may not continue in force for longer than 18 months – although there is some leeway for the Secretary of State to extend the period for six months where the order is to be replaced by a permanent order to the same effect and where there is some delay in the new order coming into force.
- 11.2 In LATOR 1996 provision is made for experimental orders to be made and come into operation without the need for the publication and objection requirements that apply to other types of order. Instead, subject to compliance with the provisions of Schedule 5 to LATOR, a shortened notice procedure is provided, various documents have to be deposited and made available to the public, and objections can be lodged within the first six months of the order coming into operation. So long as the notice of making the order was in the correct form and the relevant documents were made available for inspection then a permanent order containing the same provisions as the experimental order will also be relieved from the notice and objection provisions that normally apply to traffic orders. However,

objections received to the experimental order within the first six months will be subject to the procedural provisions in the LATOR.

- 11.3 Before making an order giving permanent effect to the experimental order, the Council is required to consider all objections received within the six-month period (regs.13 and 22). When publishing the proposal to make the permanent order, the authority may (but, in the circumstances of the present order, is not required to) give notice that a Public Inquiry is to be held and must then take into account (but is not bound to follow) the recommendations of the Inspector who has held that inquiry (regs 10, 13 and 23).
- 11.4 When any decision is made it will be important to ensure that all objections have been fully considered and specifically addressed. Whilst it is not necessary to re-consider all objections raised during the original consultation process prior to making the experimental order, issues raised during that initial consultation and repeated subsequently in objections duly lodged within the six-month period must be considered. It maybe prudent for the Council to consider any issues raised during that initial consultation if they reflect on the merits of making the orders permanent in the light of the evidence that the experiment has provided.
- 11.5 Before deciding to make any traffic order under the RTRA 1984 it is also important for the Council to demonstrate that it has complied with section 122 of the Act. That section provides: -

“(1) It shall be the duty of every strategic highways company and local authority upon whom functions are conferred by or under this Act, so to exercise the functions conferred on them by this Act as (so far as practicable having regard to the matters specified in subsection (2) below) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway or, in Scotland, the road.

(2) The matters referred to in subsection (1) above as being specified in this subsection are—

(a) the desirability of securing and maintaining reasonable access to premises;

(b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;

(bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);

(c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and

(d) any other matters appearing to the strategic highways company or the local authority to be relevant.

(3) The duty imposed by subsection (1) above is subject to the provisions of Part II of the Road Traffic Act 1991.”

11.6 It should be noted that any decision the Council arrives at in deciding whether the order should be made permanent must be a rationale decision having regard to its statutory duty under section 122 of the 1984 Act and its network management duties, to withstand any form of judicial challenge

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

## **12 FINANCIAL AND RESOURCES IMPLICATIONS**

12.1 The Council has an allocation of £300,000 from TFL to implement 20mph schemes. This funding would be used to continue with the programme if option 1 is chosen and would also be used to fund adjustments to the scheme in the event of options 2 or 3 being chosen.

At present the costs are based on an estimate. This is subject to change once the detail of the scheme has been costed. The funding however 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.

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

## **13 IMPLICATIONS FOR BUSINESSES**

13.1 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.

13.2 With more open streets events planned in the future, with streets and roads closed for traffic, local shops and business are more likely to benefit.

13.3 Implications verified by: Slobodan Vuckovic, Project Engineer, telephone 020 8753 3360.

## **14 RISK MANAGEMENT**

14.1 Improving Safety is a key Corporate risk, the recommendation to make the traffic order permanent, along with other calming and education measures, contributes to making roads safer in the borough as further evidenced in paragraphs 6.4. to 6.4.6 of the report.

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

## **15 COMMERCIAL IMPLICATIONS**

15.1 There are no direct Procurement arising from the report.

15.2 Implications verified by: Alan Parry, Procurement Consultant. Tel. 020 8753 2581.

### **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>
	None		

### **LIST OF APPENDICES:**

- Appendix 1            CURRENT SPEED LIMITS IN LBHF
- Appendix 2            CHANGES IN SPEED ON ROADS WITH CHANGES IN SPEED LIMITS
- Appendix 3            COMMENTS / OBJECTIONS RECEIVED AND OFFICERS' RESPONSE