

20 mph Call-in Scrutiny

Call-in

The decision was inconsistent with the Budget

The alternative decision proposed by the signatories is that:

*To stop the implementation of the proposed 20mph zone, and **look at restrictions for individual roads where there is a specific need***

*We do not believe that the **£300,000** spent would provide value for money in an area where the **average speed was recorded at 24mph** and the support for the scheme was somewhat underwhelming at around 3% of residents affected. This resource should be directed to support schemes where residents have highlighted concerns and vehicles are speeding.*

This does not provide value for money and is therefore inconsistent with the budget.

Background

- 20 mph being introduced across London and other British cities – Portsmouth, Bristol, Edinburgh, Manchester
- 55% roads in inner London are 20mph
- 35% Londoners live in a 20 mph borough
- Manifesto commitment to introduce 20 mph where residents want it
- Supported by Streets and Environment Scrutiny in September 2014

Why 20 mph?

- Fewer traffic accidents/less harm through lower speeds
 - Pedestrian struck at 20 mph 2.5% risk of fatality
 - Pedestrian struck at 30 mph 20% risk of fatality (ROSPA)
 - 1% reduction in average speed = 6% reduction in traffic accidents (DfT)
- Better environment
 - Streets form the majority of our public realm, they are not just about moving cars around
- Encourage walking and cycling – health benefits

Evidence

Cars do slow down – Edinburgh data (2012 pilot)

- Average below 24 mph - reduction 1.9 mph
- Average above 24 mph - reduction 3.3 mph
- Roads remaining 30mph – reduction 0.7 mph

Evidence 2

Atkins research for DfT on impact of 20 mph speed limits

- Support for 20 mph rises after implementation - 52% support before, 75% after
- Majority believe it has increased safety for pedestrians and cyclists
- Increase in walking (16%) and cycling (9%)

Survey response in Croydon

Do you support the proposal to lower the speed limit to 20mph speed limit for the **roads/area shown in the plan?**

52.5% yes; 46.4% no

One response per household

Question did not relate to own road – support is for an area wide scheme

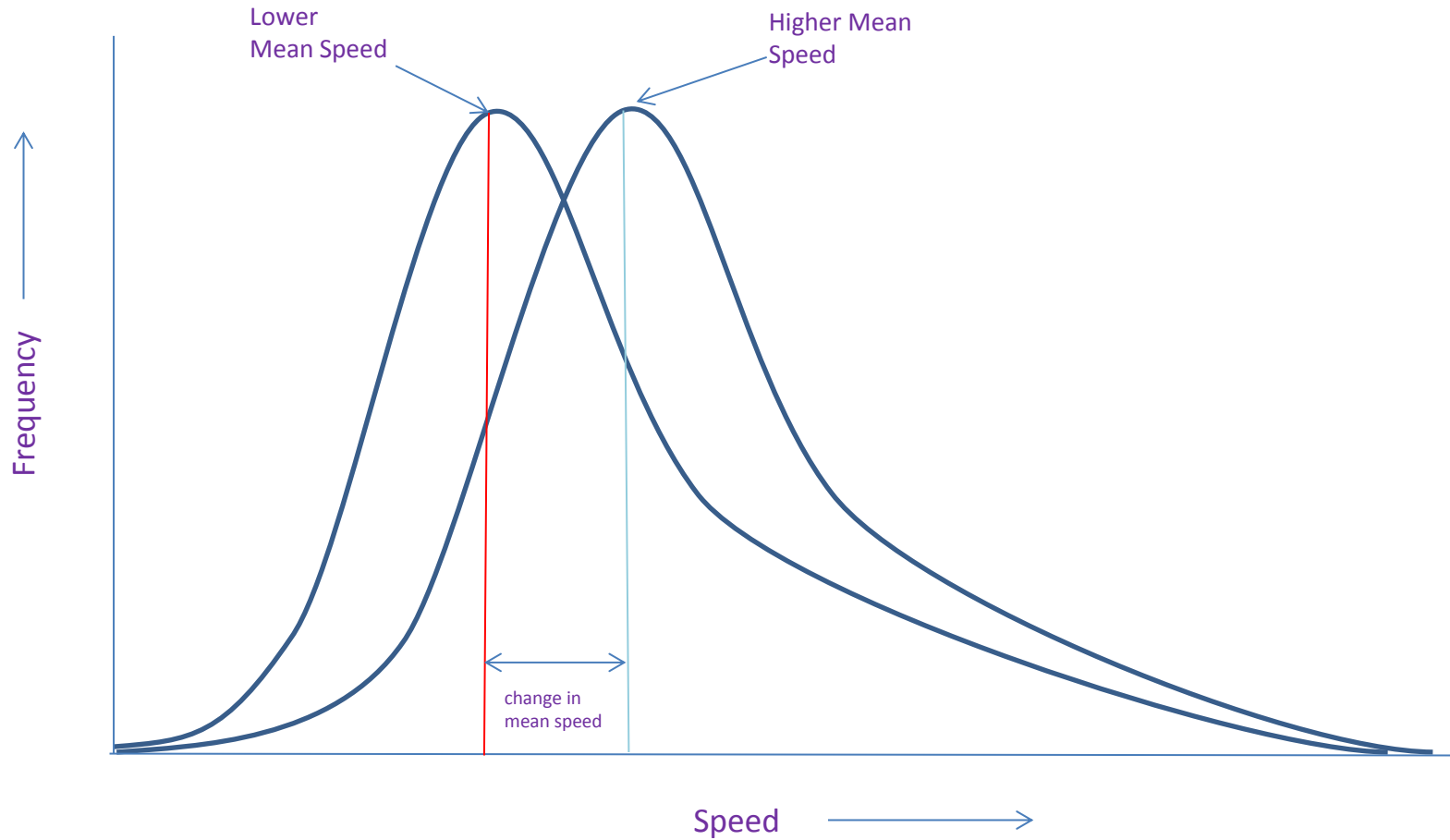
Survey response

- 50% of respondents would drive more slowly (22% disagreed)
- 50% said 20 mph would reduce accidents (34% disagreed)
- 21% would walk more
- 20% would cycle more

Speed survey

- 327 speed surveys
- 275 average speed below 24 mph
- 52 average speed above 24 mph

Generic graph showing relationship between Speed of travel and Frequency



Speed survey data showing the difference between 'recorded mean speed' and the actual spread of speeds recorded

18935		Fri 03-Jul-15			Site No: 18935083				Location Site 83, Bensham Lane, Croydon (TG Pole)					
Time Period	85% Speed	Mean Speed	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
24H,0-24	30	24.9	6	53	252	743	2532	2184	453	38	6	1	0	0
24H,0-24	30.2	24.9	4	35	203	746	1919	1585	409	55	11	1	0	4

18935		Fri 05-Jun-15			Site No: 18935017				Location Site 17, Springfield Road, Croydon (TG Pole)					
Time Period	85% Speed	Mean Speed	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
24H,0-24	29.3	21	3	58	98	85	133	110	32	8	2	0	0	0
24H,0-24	29.3	20.2	13	64	86	59	90	102	28	2	1	0	1	0

18935		Wed 03-Jun-15			Site No: 18935015				Location Site 15, Georgia road, Croydon (TG Pole OS 36)					
Time Period	85% Speed	Mean Speed	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
24H,0-24	28.8	22.2	0	15	67	222	173	90	32	14	3	3	2	1
24H,0-24	29.8	22.1	1	8	78	176	97	77	40	6	5	2	2	1

18935		Fri 02-Oct-15			Site No: 18935168				Location Site 168, Falkland Park Avenue, Croydon (LC)					
Time Period	85% Speed	Mean Speed	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
24H,0-24	28.7	22.2	3	7	43	74	106	53	13	5	2	1	0	1
24H,0-24	29.9	23.8	0	5	43	106	172	131	35	10	1	1	0	0

Cost

- Single road in isolation £6,000
- Cost of Area 1 £300,000
- Each area has 400 roads (2,000 total)
- Cost per road in area approach £750

TMAC meeting

- **No objectors** from the area under review
- Single objector from Coulsdon

Conclusions

- The data demonstrates that traffic is travelling well above 20 mph even though most averages are below 24 mph
- Evidence from elsewhere that 20mph speed limits reduce speed
- Implementing an area wide scheme is much more cost effective than isolated streets

This programme represents a cost effective way of reducing road casualties, improving the public realm and encouraging people to walk and cycle bringing health benefits of greater activity.