



BOROUGH-WIDE SPEED LIMIT CONSULTATION

The Council proposes to reduce the speed limit on all roads to 20mph (except the A316 and A205 which are under Transport for London red route control)

The aims of the project are to:

- Aid the Council's wider aim to improve air quality
- Reduce vehicle speeds on our roads, particularly on those with a record of vehicles exceeding the speed limit
- Reduce the number and severity of accidents
- Create environments which are more conducive to walking and cycling
- Lead to an overall improvement in the liveability of neighbourhoods
- Create a more consistent landscape of 20mph across London in line with neighbouring boroughs
- Reduce the need for physical traffic calming measures

"I think it is an excellent initiative to promote a 20MPH limit, this would increase safety for pedestrians, cyclists and road users throughout the borough"

(Dr Callway, local resident, Twickenham)

BENEFITS OF 20MPH

Speed Reduction

Similar schemes in other areas have shown a reduction in average speeds of between 1-2 mph, as a result of the introduction of 20mph limits.

Accident Numbers and Severity

Research by the Transport Research Laboratory (TRL) shows that a 1mph reduction in average speed results in approximately 6% reduction in collisions on urban roads. Even a modest reduction of 1mph average speed could result in 26 fewer collisions a year across the borough (based on 438 recorded collisions in 2016).

According to the Royal Society for the Prevention of Accidents (RoSPA), if a pedestrian is hit by a vehicle travelling at 20 mph there is a 2.5% chance that the pedestrian will be fatally injured compared to a 20% chance at 30 mph. Slower speeds not only reduce the severity of injuries, but also the chance of a collision (road traffic accidents) occurring as people have more time to react. In the distance it takes a car travelling at 20mph to stop, a car braking from 30mph will still be travelling at 24mph.

Walking and Cycling Impact

The key requirement for sustainable and active travel is to create conditions in which walking and cycling are more attractive than car use. One way of encouraging active travel is increasing the percentage of local roads where speeds are limited (e.g. to 20mph). In Bristol, slowing speed limits from 30mph to 20mph contributed to increasing cycling and walking by over 20% and cyclist casualty numbers fell by around 40%.

More Liveable Neighbourhoods

Lower vehicle speeds can create neighbourhoods where crossing the road is easier, vehicle noise is less prominent and the general dominance of car traffic is reduced – all factors which create environments that support walking and cycling and lead to an overall improvement in the liveability of neighbourhoods.

Consistency of 20mph across London

At least 15 of the 33 London boroughs have already adopted full or partial 20mph borough limits. By introducing 20mph on our roads we would tie in with neighbouring boroughs such as the London Borough of Wandsworth.

Traffic Calming Requests

In recent years there have been approximately 80 requests (individual and by petition) made to the council for 20mph speed limits, many of which ask for physical traffic calming measures such as speed humps. Whilst these can be effective on some roads, they are costly and historically have led to issues around noise and vibration effects. The stop/start nature of driving over speed humps or through narrowings in the road can also increase emissions, as a result of unnecessary acceleration and deceleration.

Air Quality

Evidence shows there is no proven overall worsening in air pollution levels as a result of 20mph speed limits and in many cases there can be benefits achieved. Research carried out on behalf of the Cross River Partnership (April 2013) into the impact of 20mph on estimated tailpipe emissions showed it was:

- Beneficial in reducing particulates in the air
- Beneficial in reducing gas emissions including Nitrogen Oxide and Carbon Dioxide for diesel engines.

“Lower speeds are vital if we are going to reduce the number of people who are injured on our roads and encourage more people to walk and cycle and be active. 20mph limits are a proven way of making this happen and allow us to share our roads and streets more fairly between those who are driving and people who are walking and cycling.” (Living Streets)

London Borough of Richmond Upon Thames

20mph Consultation Map

TfL Red Routes (to be excluded from 20mph)

Major routes (Classified A Roads + B Roads) (to be included in 20mph)

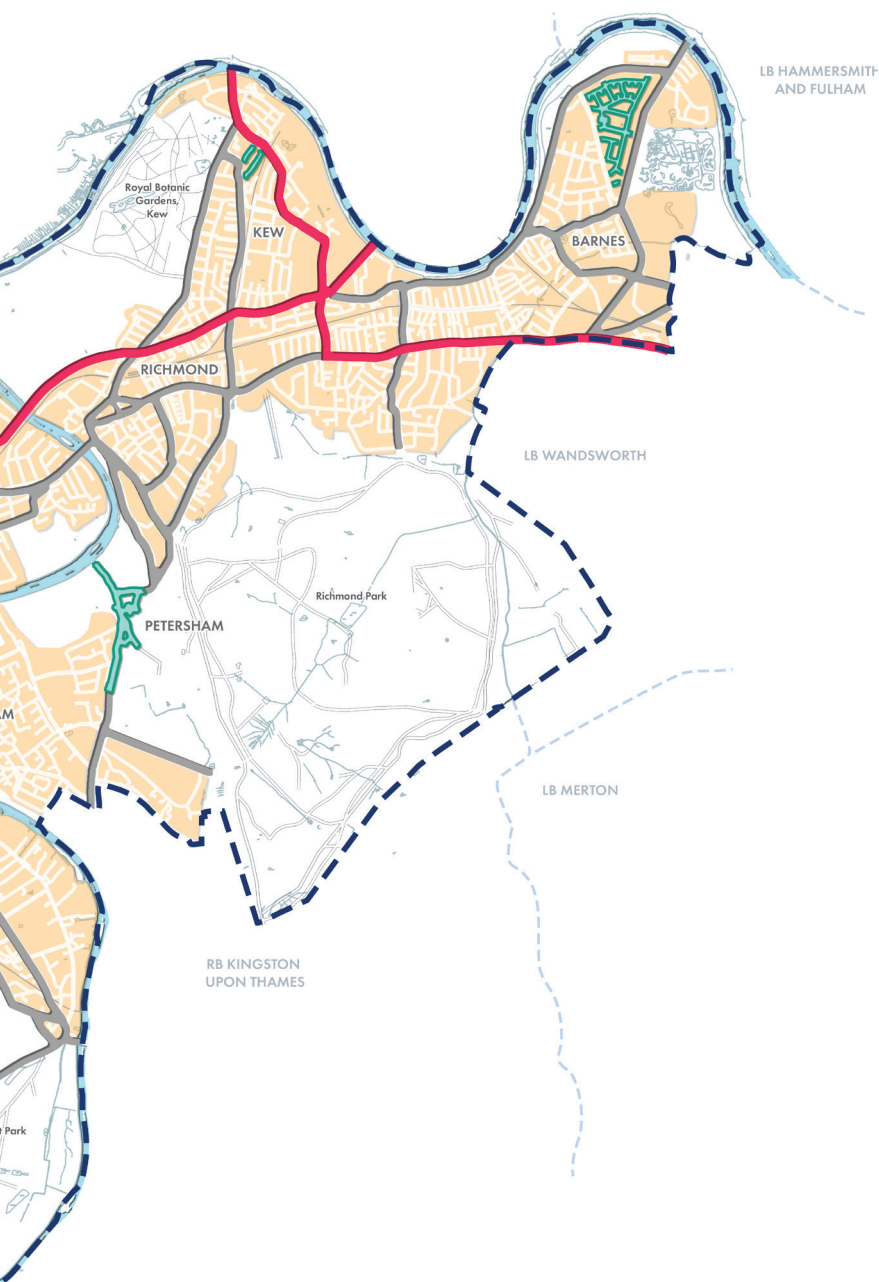
Proposed 20mph Area Boundary

Existing 20mph Routes (retained)

Borough Boundary

River Thames





FAQS ON 20MPH

Who will enforce the speed limit?

The Metropolitan Police are responsible for enforcing speed limits in London. Due to limited resources, the police prioritise roads with high collision rates and known speeding issues for targeted enforcement. Areas with high pedestrian / cycle movement are also enforced to aid in improving pedestrian and cycle safety.

20mph speed limits are designed to be self enforcing, however, the police will continue their existing programme of enforcement.

Following implementation, residents will be able to work with the police to organise a Community Roadwatch event. These events allow residents to work alongside local police teams and use speed detection equipment to identify speeding vehicles in their communities. To take part in Community Roadwatch, email **CommunityRoadwatch@met.police.uk**.

The Council is investigating alternative methods of enforcement powers around 20mph limits.

Which roads will be included?

The proposed 20mph speed limit will cover all roads apart from the following:

- 'Red Routes' roads managed by Transport for London
- Roads not maintained by the highway authority, such as private roads, and roads on council estates

These roads will retain their current speed limits, please refer to plan overleaf.

Why all roads?

- Most collisions occur on the main (A and B classified) road network
- Air pollution can be worse on main roads, where vehicles often stop and start
- It will be more cost effective to implement the new speed limit across all the roads in the borough than excluding main roads – it is approximately 50% cheaper
- Inclusion of all roads will limit the amount of additional signage required, in line with the Council's street clutter policies.

Will there be traffic calming measures as part of this?

The scheme will initially be signage only. The Council will conduct post implementation surveys on some roads, and if deemed necessary, further traffic calming measures will be proposed and put forward for consultation.

Will there be more speed cameras installed?

No. The criteria for installing speed cameras are set by the London Safety Camera Partnership. The criteria states that cameras may be used at locations where there have been at least four collisions which resulted in a fatality or serious injury (KSI) over a three-year period. The collisions must have also occurred within a one kilometre stretch of road and two of them must be considered to be as a result of vehicles travelling too fast. Funding for installing speed cameras currently comes from the Mayor of London and none are presently proposed as part of this scheme.

How will I know which roads are 20 mph?

Each road will be clearly signed at the start of the speed limit with signs repeated throughout the limit. Where people are entering the borough, there will be signs to say that the speed limit in Richmond is 20mph.

Will there be more signage in my street?

There will be some additional signage resulting from the scheme, however this will be kept to a minimum. The Council will also use this opportunity to review and rationalise existing signage across the borough.

Will parking be affected by this proposal?

Parking will not be affected by the proposed change in the speed limit.

How is this being funded?

The present consultation and traffic surveys are being funded from existing Council budgets. If the scheme is taken forward to delivery, further funding will be sought from both internal budgets and third party funding sources such as a Transport for London grant. There will be no extra charges passed onto residents to pay for this. For additional information please visit www.richmond.gov.uk/20mph

HAVE YOUR SAY

Working with residents to deliver 20mph speed limits was a key manifesto commitment of the new administration. This consultation document sets out our proposals in more detail, including the key evidence we have taken into consideration.

We want your views on the Council's proposals.

If you would like to submit any views or comments about the proposed 20mph limit, please complete our survey by Friday 21 December 2018 at: <https://haveyoursay.citizenspace.com/richmondcs/20mph-2018>

There are a limited number of paper copies in local libraries and at the Civic Centre in Twickenham. If you would like to receive one in the post, or require a different language or format, please call 0208 487 5296, or email 20mph@richmond.gov.uk where we would also be happy to answer any queries you may have.

You can also have your say at the **Community Conversation Events** on the below dates. All events start at 6.30pm. For more information visit www.richmond.gov.uk/community_conversation

Monday, 15th October	Clarendon Hall, York House Twickenham TW1 3AA
Thursday, 1st November	RHACC Parkshot Campus, Richmond TW9 2RE
Monday, 5th November	Teddington Methodist Church & Community Centre, Teddington TW11 8TP
Wednesday, 14th November	Grey Court School, Ham Street, Ham TW10 7HN
Monday, 19th November	Kew Community Centre (Avenue Centre), Richmond TW9 2AJ
Thursday, 29th November	Whitton Community Centre, Percy Road Whitton TW2 6JL
Tuesday, 4th December	White House, Hampton TW12 3RN
Monday, 10th December	Twickenham United Reformed Church, First Cross Road, Twickenham TW2 5QA
Wednesday, 12th December	Mortlake Scout Group Hut, Alder Road London SW14 8ER

All consultation responses will be fed into a report that will be sent to Cabinet in 2019. Outcomes will be published at www.richmond.gov.uk/20mph