

**Report of: Corporate Director of Environment and Regeneration.**

<b>Meeting of:</b> Environment and Regeneration Scrutiny Committee		<b>Date:</b> 3 February 2015
Delete as appropriate	<del>Exempt</del>	Non-exempt
Delete as appropriate	<del>Urgent</del>	Routine

**SUBJECT: 20mph Limit report back****1. Synopsis and proposed decision**

- 1.1 This report updates members on progress on the recommendations of the March 2011 Regeneration and Employment Review Committee report on 'The Introduction of 20mph Zones'.

**2. Recommendations**

- 2.1 To note progress to date on recommendations contained in the report.

**3. Background**

- 3.1 In November 2010 the Regeneration and Employment Review Committee commenced a scrutiny with the following objectives:
- To review the effectiveness of the scheme
  - To discuss the issues around main roads
  - To discuss the decision making process
- 3.2 The progress on each of the recommendations agreed by the Executive in November 2011 is set out in Appendix A - many of them have now been met. The Scrutiny was helpful in reviewing the council's activity and intervention on speeding across the borough and helped to shape policy going forward.

## **4. Implications**

### **Financial Implications:**

4.1 None.

### **Legal Implications:**

4.2 There are no legal implications from this report. The underpinning legislation for making future traffic management orders are set out below:

The 20mph speed limit on certain roads in the borough was implemented through traffic management orders made under Section 84 of the Road Traffic Regulation Act 1984 ("1984 Act").

In deciding to authorise the making of those orders the Executive considered the responses to the consultation exercise and also had regard to the Council's duty under section 122 of the 1984 Act to exercise its order making functions conferred (so far as practicable having regard to the matters specified in section 122(2) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians).

The Council may review the effectiveness of those orders and where necessary vary them make additional orders subject to complying with statutory consultation requirements

### **Environmental Implications:**

4.3 20mph speed limits reduce noise and perceptions of danger, improving amenity.

### **Residents Impact Assessment:**

4.4 Slower, more appropriate vehicular speeds are aimed at affecting the number of accidents on Islington roads and the severity of casualties. 20mph speeds positively impact resident perception with regards to living in Islington.

## **5. Conclusion and reasons for recommendations**

5.1 The scrutiny process has been positive and helped continue to shape a strong policy, for the amenity and wellbeing of those who live, work and travel through Islington.

**Appendices**

Appendix A: Recommendations and progress

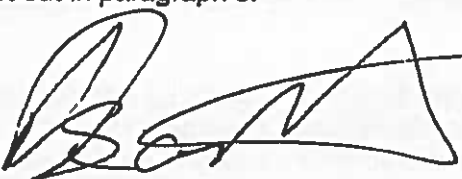
**Background papers:**

Report of the Regeneration & Employment Review Committee – March 2011

Executive Member response to the Scrutiny on the Borough-wide 20MPH Zone by the Regeneration and Employment Review Committee –November 2011

**Note of decision:**

I have today decided to take the decision set out in paragraph 2 above for the reasons set out in paragraph 3.

  
Corporate Director of Environment and Regeneration

28/11/14.  
Date

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## Appendix A: Recommendations and progress

**The following are responses to the specific recommendations made by the Regeneration and Employment Review Committee in March 2011**

That the Council maintains strong working relationships with Transport for London, Department for Transport, the police, groups such as Living Streets and other parties interested in the implementation of the borough wide 20mph zone in order to be able to put these recommendations in to practice. The 20mph group bringing together all the above should meet after the after surveys have been completed and the meeting should be open to members.

**Islington is committed to working with all partners to achieve the goal of 20mph compliance within the borough. This approach has allowed for a closer working relationship with all partners and allowed for Islington to be the first borough to have a 20mph limit on its main roads enforced.**

That officers consider ways to encourage drivers to drive in a socially responsible way and provide a report to Members on costed options.

**Historically many of the major driving offences, speeding is perceived as one of the less socially unacceptable and the one that incurs least stigma if caught. The perception is similar to that of drink driving decades ago which today is considered as unacceptable behaviour. It is hoped that, in time, speeding will be as unsociable as drink driving as other boroughs follow Islington's stance on 20mph speed limits.**

**However, Islington has also taken a proactive stance to encourage motorists to drive within the speed. We have worked to develop a strong and positive relationship with the Police and since November 2013, there have been 25 operations between the Police and council to target speeding motorists. These focussed on stopping motorists who were driving above the 20mph speed limit and advising them about the dangers caused to other road users. These 'stop and advise' sessions have positively influenced the Police and, on 7 October 2014, the Police commenced enforcing the 20mph speed limit – making Islington the first borough to be chosen to have a 20mph limit on main roads enforced.**

**In the very first operation on 7 October the Police issued four Fixed Penalty Notices (FPN) and one court summons. A further session on 4 November issued 5 FPNs.**

**Going forward, we believe we have a commitment from the Police to run bi monthly enforcement sessions and without Islington officers required to be present.**

The Committee were informed by Caroline Russell that Detective Inspector Nick Chalmers, Head of the Metropolitan Police Service Collision Investigations had suggested that as Islington had a disproportionate number of collisions between bicycles and motorcycles with other traffic, resources might be found to help reduce the collisions. The Council should call on the police to obtain these resources and use any means at its disposal to help them do so. In addition, officers should report back to members of the committee on the number of accidents involving bicycles and motorcycles and report back on costed options to reduce such accidents.

**The number of accidents for cyclists and motorcyclists are below shown for 2013. In the past, funding has been targeted for specific user groups of the highway, such as pedestrians or cyclists, though due to funding constraints this will become harder. Our accident reduction programme and other highway improvement programmes do aim to address causation factors of accidents and these accidents will form part of this continual drive for safer roads for all.**

<b>PEDAL CYCLES</b>				
<b>No. of Accidents</b>				
<b>Year</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Sum</b>
<b>2013</b>	<b>0</b>	<b>26</b>	<b>248</b>	<b>274</b>

<b>POWERED TWO WHEELER</b>				
<b>No. of Accidents</b>				
<b>Year</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Sum</b>
<b>2013</b>	<b>0</b>	<b>26</b>	<b>184</b>	<b>210</b>

**Cyclists are amongst the most vulnerable road users, along with pedestrians. Islington has continued to work with all partners to try to reduce all types of accidents and make cycling safer in the borough.**

**Recently Islington Council has secured £2million from Transport for London (TfL) to deliver cycle routes for the borough. The Central London Cycle Grid is a set of safer, connected routes for cyclists across central London and are intended to appeal to new and existing cyclists with varying levels of confidence who want a safer cycling experience and to travel at a slower pace.**

**The Council is currently developing the following routes:-**

- Bloomsbury to Walthamstow (Islington section) – Lloyd Baker St and Margery Street, (from the junction with Farringdon Road), to Northchurch Road junction with Southgate Road.**
- Clerkenwell Road and Old Street Grid Route – from the junction with Farringdon Road to Old Street Roundabout.**
- City Road to Finsbury Square Grid Route – Bath Street from the junction with City Road to Finsbury Square via Bunhill Row and Chiswell Street.**
- Golden Lane to Leonard Street via Featherstone Street Grid Route**

**That the Council develops and maintains strong working relationships with other boroughs who are interested in the scheme in order to enhance and extend its effectiveness.**

**Islington has continued to liaise with boroughs that are interested in a borough wide 20mph speed limit.**

**As such, following discussions, Camden and the City of London has followed Islington's example and have introduced a similar schemes, whilst Hackney and Haringey are expected to introduce either a similar or a variation of our initiatives in 2015.**

**Hornsey Rise in Islington becomes Crouch End Hill in Haringey. As Haringey have placed**

a 20mph speed limit on a small part of Crouch End Hill, officers should liaise with Haringey Council jointly to conduct a speed survey on this 20mph stretch of Crouch End Hill and the 30mph stretch of Hornsey Rise and, depending on the results, for the Executive to consider implementing a 20mph limit on the Islington side of the borough boundary thereafter.

**Islington's Borough Principal Road Network (BPRN) have been included in the 20mph Limit, since April 2013. This includes Hornsey Rise.**

That once the after surveys have been undertaken in Spring/Summer 2011, officers report back to the Regeneration and Employment Review Committee on the success of the borough wide 20mph limit with further recommendations about improving its effectiveness and extending its working.

**Islington introduced lower speed limits as a long term strategy to change the culture of driving behaviour in the borough. It was always accepted that this would take time.**

**However, to gauge the speeds of motorists shortly after the implementation surveys undertaken on the main roads before and after implementation of the 20mph limit showed the average speed went down 1mph from 23mph to 22mph. Also the surveys on the main roads indicated the 85th percentile speed (the speed at or below which 85% of the traffic is travelling) fell from 28 to 27mph.**

**These results are not surprising and conform to the Department of Transport's studies into introducing signed only 20mph schemes.**

**However, as discussed above, the Council a proactive stance to work with the Police to educate and advise motorists for a period of time. The information gathered has encouraged the Police to take active enforcement since October 2014. The Council intends to continue working with the Police to encourage appropriate enforcement to improve the effectiveness of the 20mph limit.**

**The Council will also continue work with all partners to reduce inappropriate speeding across the borough and continues to encourage TfL to change the speed limit of its roads in Islington.**

**That the Council takes a lead in involving Islington in the 2011 Year of Walking in London.**

**In February 2011 the Mayor for London dropped plans for 2011 to be the Year of Walking in London.**

**That officers report back as to the procedure by which further borough roads may be included in the 20mph limit in the future.**

**The Executive decided to introduce a 20mph speed limit to all the remaining Islington roads not subject to such a speed restriction in November 2011. Funding was allocated in April 2012 and by April 2013 Islington had completed this programme and became the first London borough to achieve this important milestone.**