



Report for:	Overview and Scrutiny Committee, 22 October 2012	Item Number:	
Title:	Review Update – 20mph Speed Limits		
Report Authorised by:	Lyn Garner, Director of Place and Sustainability 		
Lead Officer:	Tony Kennedy, Group Manager Sustainable Transport		
Ward(s) affected:	All	Report for Key/Non Key Decisions:	Key Decision

**1. Describe the issue under consideration**

- 1.1 To update the Scrutiny Panel of progress on the actions taken following the response provided to the July 2011 Cabinet to recommendations set out in the Scrutiny Panel report on introducing a 20mph limit in the borough.

**2. Cabinet Member introduction**

- 2.1 The issue of speeding and the dangers caused by speeding vehicles is often raised by residents with my colleagues and I frequently. Where 20mph limits are needed, such as around schools, we have implemented via with self-enforcing measures. Introducing a borough-wide 20mph limit would cost approximately £3.2m and studies have been inconclusive in proving how useful they are. As such, I consider it imprudent to introduce a borough-wide limit when the evidence does not yet prove its effectiveness.
- 2.2 Our successful Community Streets programme is a community-led initiative to identify innovative and cost effective solutions to address traffic and transportation issues in identified neighbourhoods. This way of working has proved very successful in engaging the community and agreeing actions to reduce vehicle speeds and the



## **Haringey Council**

overall dominance of motor vehicles along the public highway. This in turn encourages more sustainable transport modes such as walking and cycling. We will, of course, continue these effective schemes alongside our successful Smarter Travel scheme which also encourages residents to use modes of transport other than the private car.

### **3. Recommendations**

- 3.1 See Appendix 1 for an update of the response to the recommendations set out in the Scrutiny Report on introducing a 20mph limit in the borough.

### **4. Other options considered**

- 4.1 N/A

### **5. Background information**

- 5.1 Following the March 2011 Overview and Scrutiny report titled: Scrutiny Review 20mph speed limit, officers responded to the recommendations set out in the report to the July 2011 Cabinet.
- 5.2 It was approved by Cabinet not to consult on the introduction of a 20mph limit on residential roads in the borough. The Cabinet further agreed the response to the other recommendations as set out in Appendix A of the said report. This report provides a further update to actions officers agreed to progress.

### **6. Comments of the Chief Finance Officer and financial implications**

- 6.1 N/A

### **7. Head of Legal Services and legal implications**

- 7.1 N/A

### **8. Equalities and Community Cohesion Comments**

- 8.1 The most vulnerable road users are pedestrians. There is currently no evidence to suggest which equality groups would benefit most from the introduction of 20mph limits as opposed to a slower roll out of 20mph zones or physical traffic measures.

### **9. Head of Procurement Comments**

- 9.1 N/A

### **10. Policy Implication**

- 10.1 N/A



**Haringey** Council

## **11. Use of Appendices**

### 11.1 Appendix A- Update of actions



**Appendix A- Update of actions**

Recommendation	Response (July 2011)	Update October 2012
<p>1.a) That the Council undertake a borough wide consultation process on the proposal to establish a default 20 mph speed limit for all side roads within the borough and</p>	<p>Not agreed</p> <p>There is no clear evidence that the introduction of a 20mph limit will significantly reduce road casualties. The reason for this is that the majority of accidents take place on the main road network which would not be covered by the 20mph limit restrictions. Where road users would be vulnerable due to excess speeds we have prioritised these areas for traffic calming works and achieved a significant reduction in road casualties over the last five years. We continue to focus our road safety funding on those areas of the borough where there are clusters of accidents and these tend to be on the main roads.</p> <p>The cost of introducing a 20mph limit, which would be needed on approximately 60% of Haringey’s roads is likely to be in the region of £3.2.m based on Islington’s figures. Funding for this is currently unavailable.</p> <p>Enforcement remains an important consideration and would be essential where speed could not be controlled by physical measures. Only the Police can enforce speeding restrictions and it is not a priority for them to address. Although this can be identified as ward priorities for the Safer neighbourhood Teams these have tended to focus on anti-social behaviour and burglary for example rather than traffic offences.</p> <p>The case of whether 20mph limits, without physical measures, encourage more walking and cycling is still to be proven.</p> <p>The purpose of introducing the 20mph limit would also be to instill a culture change in those using our roads. However, we are already doing this through developing new methods of working in areas with residents and our Smarter Travel programme. We are working with resident with the DIY Streets project around Langham Road which is seeking to address a number of their concerns rather than just speed</p>	<p>No further action.</p>



Recommendation	Response (July 2011)	Update October 2012
	<p>and aim to introduce this approach in other areas.</p> <p>We will also be supporting residents take more walking and cycling journeys through our planned transport schemes and our Smarter Travel programme which is due to be launched in the autumn. The Smarter Travel programme will also address road casualties and target the most vulnerable groups, especially children.</p>	
<p>1b) and the establishment, in consultation with TfL, of a pilot 20 mph speed limit in a suitable town centre.</p>	<p>Partly agreed</p> <p>Lower speeds have already been introduced along Wood Green High Road through the introduction of physical calming methods between Wood Green and Turnpike Lane underground stations.</p> <p>In addition, with the changes to the bus stop at Muswell Hill, we are looking at the possibility of combining this with the introduction of a 20mph limit on the roundabout itself. We will investigate this with TfL, ward councillors and traders.</p>	<p>The bus stop on Muswell Hill roundabout is programmed for the end of October and will be implemented under experimental powers. We will be working in partnership with TfL to monitor its operation over a 6 month period with particular regard to road safety. The feedback received during monitoring will determine the way forward.</p>
<p>2. That such a scheme be financed with the use of appropriate LIP funding.</p>	<p>Not agreed</p> <p>The LIP for the next three years has been agreed by Cabinet and funding allocated to specific schemes.</p> <p>Additional funding is being made available by TfL for the additional stop at Muswell Hill and they would also fund the introduction of a 20mph limit if that is feasible in this location.</p>	<p>No further action.</p>
<p>3. That a comprehensive publicity and promotional campaign be developed for the scheme to encourage compliance.</p>	<p>On new schemes we will carry out publicity and promotion.</p>	<p>No further update required.</p>
<p>4. That Council vehicles and those of contractors be specifically required to comply with the new speed limit.</p>	<p>All Council staff and contractors will be reminded of the importance of complying with speed limits including existing 20mph limits.</p>	<p>No further update required.</p>
<p>5. That such a scheme be subject to monitoring and evaluation.</p>	<p>Response as for 1a).</p>	<p>No further action</p>



<b>Recommendation</b>	<b>Response (July 2011)</b>	<b>Update October 2012</b>
<p>6. That where persistent problems are identified that are not possible to resolve, officers work with local residents to identify creative and cost effective solutions such as psychological traffic calming.</p>	<p>In all our programmes, where there are problems we will adopt this approach, which we also use to prioritise spending on road safety issues. The DIY Streets project is an example of where we are working with residents to identify innovative and creative approaches to speed reduction as well as addressing other issues in their area.</p>	<p>Our Community Streets programme is a community led initiative to identify and address traffic and transportation issues in identified neighbourhoods. This year we are working in the Green Lanes and Hornsey neighbourhoods. Our Local Safety Schemes programme is also resident led to identify and agree preferred traffic calming initiatives at locations where accidents have been identified.</p>