

Report for: Environment and Community Safety Scrutiny Panel

Item number:

Title: 23 September 2016- scrutiny report on implementation of 20mph borough wide speed limit

Report authorised by: Ann Cunningham- Head of Traffic Management

Lead Officer: Frederico Frenandes

Ward(s) affected: All wards

**Report for Key/
Non Key Decision:** Non Key Decision

1. Describe the issue under consideration

The purpose of this report is to update the Environment and Community Safety Scrutiny Panel on the implementation of the borough wide 20mph speed limit and outline the monitoring process action plan post implementation of the 20mph limit.

2. Cabinet Member Introduction

N/A

3. Recommendations

That the Environment and Housing Scrutiny Panel note the progress made on implementing the borough wide 20mph speed limit and agrees that such a scheme be subject to monitoring and evaluation.

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 and behavioural change.

4. Reasons for decision

The recommendation set out by scrutiny has helped inform the process that officers have undertaken in implementing the borough wide 20mph speed limit.

5. Alternative options considered

Alternative options were considered by the Scrutiny Community in March 2011, which recommended for the council to undertake a consultation for proposal to establish a borough wide 20mph speed limit in all residential roads.

6. Background information

Following the Scrutiny review of March 2011, the Cabinet, at its meeting of 18 June 2013, approved a borough wide consultation to gauge support amongst residents and businesses for Haringey to become a 20mph borough. Following this approval,

consultation and market research were conducted between 1 August and 31 October 2013.

During the consultation process over 4500 responses were received indicating that while there was limited demand for a blanket borough-wide limit, the majority of respondents were in favour of a 20mph limit on residential roads, roads in the vicinity of schools and in town centres with a high pedestrian presence. A number of respondents commented that there were many roads where a 30mph limit would continue to be more appropriate.

The consultation results which were considered by Cabinet in July 2014 agreed to:

- Authorise officers to proceed to detailed design and implementation of a 20mph speed limit on residential roads, roads in the vicinity of schools and in town centres.
- Delegate approval of the detailed design and decisions relating to changes to Traffic Management Orders, to the Assistant Director of Environmental Services & Community Safety and the Cabinet Member for Environment.

A statutory (legal) notification was carried out in January/February 2015 for the introduction of the borough wide 20mph speed limit following Cabinet's approval in July 2014. The feedback received from the statutory notification was considered by the Cabinet Member and approved in June 2015 for officers to proceed with implementation of a 20mph speed limit in all roads in the borough except for the roads indicated on the map attached in Appendix 2.

The scheme came into operation on 29 February 2016.

7. Contribution to strategic outcomes

The introduction of the proposed 20mph speed limit supports the council's cleaner, greener environment and safer streets, and regeneration Corporate Plan priorities to make residential roads safer for pedestrians and cyclists. The work contributed to the delivery of the corporate objective Priority 3.

8. Statutory Officers comments

Finance and Procurement

A budget provision for implementation of the scheme was contained within the 2014/15 and 2015/16 LIP allocations and was £725k. There is 37k within the 2016/17 LIP funding for monitoring and implementation of additional measures. i.e. VAS signs.

Legal

The speed limit is introduced under Part VI Road Traffic Regulation Act 1984 section 84(1) and (4) of the Act which enables traffic authorities to make orders prohibiting the driving of motor vehicles on a road at a speed exceeding that specified in an order. There is a requirement to give public notice of any intention to make an order. In coming to a decision whether to make an order and therefore in exercising a function under the Act there is duty under section 122 on a local authority "to secure the expeditious, convenient and safe movement of vehicular and other traffic(including pedestrians).

The procedure for making the Traffic orders is contained in The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 which contains

consultation and publicity requirements before an order can be made.) Regulations 1996. Consultation is an essential aspect of the procedure to be followed.

Equality

Although focus was given to the residents and businesses within the London Borough of Haringey, the publicity and engagement approach enabled any interested party with the opportunity to make representation/feedback regarding a borough wide 20mph limit for Haringey.

9. Local Government (Access to Information) Act 1985

The following documents were used for reference:

- Scrutiny review of March 2011 – 20mph speed limit
- Cabinet report of 18 June 2013- Consultation for a Borough-wide 20mph Speed Limit.
- Cabinet report of 15 July 2014 - Feedback from Consultation for a Borough-wide 20mph Speed Limit
- Delegate Report of June 2015 – Report of Statutory Notification Proposed introduction of borough wide 20 mph Speed limit

10. Use of Appendices

- Appendix 1 – Recommendation of the Scrutiny review of March 2011 – 20mph speed limit
- Appendix 2 – Map showing the exempted roads
- Appendix 3 – Brief outline of Action taken so far and Future Strategy, Monitoring and Enforcement Plans

Appendix 1

Recommendation of the Scrutiny review of March 2011 – 20mph speed limit

No	Recommendation	Updated
1	That the Council undertake a borough wide consultation process on the proposal to establish a default borough wide 20 mph speed limit for all side roads and the establishment, in consultation with TfL, of a pilot 20 mph speed limit in a suitable town centre.	Completed
2	That such a scheme be financed with the use of appropriate LIP funding	All the funding for consultation and implementation was met from 2014/15 and 2015/16 LIP allocations.
3	That a comprehensive publicity and promotional campaign be developed for the scheme to encourage compliance.	On going - as outlined in Appendix 3
4	That Council vehicles and those of contractors be specifically required to comply with the new speed limit.	All council fleet operators informed to observe the speed limit
5	That such a scheme be subject to monitoring and evaluation.	On going - as outlined in Appendix 3
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.	On going - as outlined in Appendix 3

Appendix 2

Map showing the exempted roads

Appendix 3

FUTURE STRATEGY, MONITORING AND ENFORCEMENT PLANS

Following scrutiny review in 2011 and extensive consultation the scheme came into operation on 29th February 2016.

Post launch communications and enforcement activities:

- To make drivers aware of the new speed limit banners installed on lamp columns at 50 entry points to the speed limit;
- An article was published in Haringey people in February/March 2016 edition;
- Tweeting and responding to tweets and queries;
- Enforcement operations carried out by Met police between February and April 2016 as part of their roads safety enforcement activists;

These operations resulted in the following returns:

Outcome	Type	Count
Arrests		2
Traffic Offence Report (TOR)	Cyclists	0
	Drivers	33
TOR total		33
Engagements	Cyclist	29
	Pedestrians	114
	Motorcyclists	47
	Drivers	6
Engagements Total	(including other)	227

Metropolitan Police Safer Transport Team in the borough & Roads & Transport Policing Command continued to carry out operations at targeted locations as part of their road safety enforcement activities and further operation are carried out lined below:

JUNE - 8th & 15th June: Op Cubo; 13th, 14th, 16th & 17th June: Op Safeway

JULY: 4th-8th July: NPCC P2W week of action; 7th & 13th July: Op Cubo; 11th, 12th, 14th & 15th July: Op Safeway

AUG: 3rd & 17th Aug: Op Cubo; 4th & 5th Aug: Op Safeway; 22nd-28th Aug: TISPOL speed campaign; 30th Aug-3rd Sept: NPCC P2W week of action

Metropolitan Police and TfL have also launched the Community Roadwatch in the Haringey June 2016 and locally managed by the Met Police's Safer Transport Teams, who will recruit volunteers in the borough to assist Metropolitan Police in monitoring and enforcing speed limits in the borough.

A report for the operation carried between May and August 2016 and the Community Roadwatch activities is expected shortly from Metropolitan Police.

FUTURE PLANS

To increase awareness of limit.

In general we are working with colleagues in communications to increase the awareness of the restrictions and could include the following activities.

- Continue to publish articles in Haringey people
- Install additional banners where appropriate
- Advertisement on bus backs
- JC Deceaux posters
- 20mph car Stickers to give out to drivers who wish to become a Pace Car.
- Article on front page of the council's website
- Smarter Travel Team to organise a stop and advice session with Met police Safer Transport team



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www.bristol20mph.co.uk  [@bristol20mph](https://twitter.com/bristol20mph)  [Bristol20mph](https://www.facebook.com/Bristol20mph)

Example of bumper sticker from Bristol

Enforcement

- Metropolitan Police Safer Transport Team in the borough and Roads & Transport Policing Command will continue to carry out operations at targeted locations as part of their road safety enforcement activities.

Monitoring & additional Infrastructure

- Any data from the Met Police enforcement and Community Road watch monitoring activities will be fed back to the council which will enable us to assess if measures introduced for the speed limit are sufficient or additional measures are required.
- The council carried out traffic speed surveys on approx.140 roads prior to the introduction of the 20mph speed limit for a benchmarking exercise. The council will carry out further traffic speed surveys in the coming months to assess speeds to see if the 20mph limit introduced has been effective;
- To emphasise the speed limit we will consider the introduction of VAS signs, additional signage and markings where necessary;
- For areas where there is high levels of non compliance, consider the introduction of physical measures in the future, particularly in locations near schools where speed continues to be a problem or at the locations where there is a high level of road traffic accidents involving pedestrians and cyclists subject to funding through LIP.

