

**Task and Finish Group Review:
20 MPH Review**

Final Report Draft

February 2014

Executive Summary

At the Business Management Overview and Scrutiny Committee on 3rd October 2013, it was agreed to convene this Task and Finish Group to evaluate the possibility of implementing a policy on 20 mph speed restrictions in Barnet. Further, there has been considerable public demand from three 'Walksafe' campaigns in the borough (Walksafe N2, N10 and N14) pushing for the implementation of 20 mph zones in specific parts of the borough. The scope and purpose of the review was as follows:

- To review the implementation of 20 mph schemes in other London boroughs
- To evaluate the feasibility of devising a dedicated policy on 20 mph zones/limits in LB Barnet.
- Consider and take into account the needs of residents.
- To establish how a scheme would in practice be applied in LB Barnet – for instance how a policy on 20 mph zones/limits would be funded

The Group met three times during January and February 2014. In addition, the Group also undertook site visits to three London Boroughs (Harrow, Camden and Haringey) in order to understand how 20 mph speed restrictions have been implemented in other local authority areas and how LB Barnet could apply similar restrictions.

The recommendations that were made include:

1. Cabinet are recommended to introduce a dedicated policy on 20 mph limits and zones which is to allow any schools in the borough to 'opt-in' for a 20 mph limit/zone. Both primary and secondary schools would be equally entitled to apply for a 20 mph limit/zone.
2. Cabinet are recommended to review on a case by case basis other areas where a 20 mph zone could be suitable to be implemented.
3. Cabinet are requested to update the Council's Road Safety Plan, to include a clear policy position on 20 mph zones and limits, and for this to be delivered within 12 months from the date of reporting to Cabinet.
4. Subject to Cabinet agreeing the adoption of a policy on 20 mph limits and zones, Cabinet or its successor committee are requested to ensure that an effective engagement strategy is devised and adopted which should be applied before the implementation of 20 mph zones / limits and other road safety measures. It is also requested that an effective application process is designed which specifies how residents, schools or any other community groups can request a 20 mph zone/limit to be introduced.

This report provides an overview of the research undertaken and the findings of the Group.

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1. BACKGROUND INFORMATION

1.1 At the Business Management Overview and Scrutiny Committee on 3rd October 2013, it was agreed to convene this Task and Finish Group to evaluate the possibility of implementing a policy on 20 mph speed restrictions in LB Barnet.

1.2 Members appointed to this Task and Finish Group (TFG) were:

- Councillor Kate Salinger (Chairman)
- Councillor Geof Cooke
- Councillor Geoffrey Johnson
- Councillor Hugh Rayner
- Councillor Stephen Sowerby

The substitute members were:

- Councillor Andreas Tambourides
- Councillor Arjun Mittra
- Councillor Jim Tierney

1.3 Members of this Group have reviewed the Council's position on 20 mph zones/limits in the borough and have been determining whether a dedicated policy should be adopted.

1.4 20 mph zones and limits have been introduced in other London Boroughs and in other towns and cities nationally as a road safety measure.

1.5 The group has convened on three occasions: on 20th January; 29th January; and 10th February 2014.

1.6 The Group also visited the London Boroughs of Harrow, Camden and Haringey on 5th February in order to learn more about these boroughs' 20 mph policy position. The findings of these site visits are detailed later in this report.

1.7 For the purpose of this report, it is necessary to distinguish between 20 mph zones and 20 mph limits:

1.7.1 **20 mph zones** require traffic calming measures (e.g. speed humps, chicanes or other physical features) or repeater speed limit signing and/or roundel road markings at regular intervals, so that no point within a zone is more than 50 metres from such a feature. In addition, the beginning and end of a zone is indicated by a terminal sign. Zones usually cover a number of roads.

1.7.2 **20 mph limits** are signed with terminal and at least one repeater sign, and do not require traffic calming features. 20 mph limits are similar to other local speed limits and normally apply to individual or small numbers of roads but are increasingly being applied to larger areas.

2. NATIONAL CONTEXT

- 2.1 20 mph zones and limits are now relatively wide-spread, with more than 2,000 schemes in operation in England, the majority of which are 20 mph zones¹.
- 2.2 There is clear evidence of the effect of reducing traffic speeds on the reduction of collisions and casualties, as collision frequency is lower at lower speeds; and where collisions do occur, there is a lower risk of fatal injury at lower speeds. Research shows that on urban roads with low average traffic speeds any 1 mph reduction in average speed can reduce the collision frequency by around 6% (Taylor, Lynam and Baruya, 2000²). There is also clear evidence confirming the greater chance of survival of pedestrians in collisions at lower speeds³.
- 2.3 Important advantages of 20 mph schemes include quality of life and encouragement of healthier and more sustainable transport modes such as walking and cycling (Kirkby, 2002⁴). The Department for Transport (DfT) state that slower road speeds can create better environments for businesses to succeed which could have community benefits. There may also be environmental benefits as, generally, driving more slowly at a steady pace will save fuel and reduce pollution, unless an unnecessarily low gear is used. Walking and cycling can make a very positive contribution to improving health and tackling obesity, improving accessibility and tackling congestion, and reducing carbon emissions and improving the local environment⁵.
- 2.4 Local authorities are able to use their power to introduce 20 mph speed limits or zones on: Major streets where there are – or could be - significant numbers of journeys on foot, and/or where pedal cycle movements are an important consideration, and this outweighs the disadvantage of longer journey times for motorised traffic.
- 2.5 Successful 20 mph zones and 20 mph speed limits are generally self-enforcing, i.e. the existing conditions of the road together with measures such

¹ Department for Transport, January 2013, Setting Local Speed Limits. 20 mph Speed Limits and Zones

² *Ibid*

³ *Ibid*

⁴ *Ibid*

⁵ *Ibid*

as traffic calming or signing, publicity and information as part of the scheme, result in traffic speed complying with the speed limit without the need for additional enforcement. To achieve compliance there should be no expectation on the police to provide additional enforcement beyond their routine activity, unless this has been explicitly agreed⁶.

- 2.6 A comprehensive and early consultation of all those who may be affected by the introduction of a 20 mph scheme is an essential part of the implementation process. This needs to include local residents, the police and emergency services, public transport providers and any other relevant local groups.
- 2.7 The Department for Transport has recently made significant changes to facilitate and reduce the cost of introducing 20 mph zones in England. They have made it cheaper to install the following: A) a repeater speed sign; B) a speed roundel road marking; C) or a combination of both of these signs; D) additional traffic calming measures⁷.
- 2.8 According to the Department for Transport (DfT) improving road safety in itself contributes to economic growth, a key priority of the current government. For example, improved road safety will assist in reducing some of the lost economic output, valued at around £16 billion per year, caused by accidents and casualties on Britain's roads. This lost output takes various forms, the costs to the emergency and health service, the damage to property and vehicles and lost economic output from deaths and injuries. On top of this, congestion and potentially long delays are caused by accidents which impacts on the wider population⁸.

3. ZONES AND LIMITS- RESEARCH EVIDENCE

- 3.1 20 mph zones are very effective at reducing collisions and injuries. Research in 1996 showed that overall average annual collision frequency could fall by around 60%, and the number of collisions involving injury to children could be reduced by up to two-thirds⁹.
- 3.2 Zones may also bring further benefits, such as a modal shift towards more walking and cycling and overall reductions in traffic flow, where research has shown a reduction by over a quarter (Webster and Mackie, 1996).

⁶ *Ibid*

⁷ *Ibid*

⁸ Strategic Framework for Road Safety, Department for Transport, May 2011

⁹ Department for Transport, January 2013, Setting Local Speed Limits. 20 mph Speed Limits and Zones

- 3.3 There is no evidence of migration of collisions and casualties to streets outside the zone. (Grundy et al, 2008; Grundy et al, 2009).
- 3.4 20 mph zones are predominantly used in urban areas, both town centres and residential areas, and in the vicinity of schools. They can also be used around shops, markets, playgrounds and other areas with high pedestrian or cyclist traffic, though they should not include roads where motor vehicle movement is the primary function. It is generally recommended that they are imposed over an area consisting of several roads.
- 3.5 A large number of evaluation studies have demonstrated a link between the introduction of 20 mph zones and a subsequent reduction in casualties. The size of the reductions and the consistency of results over a wide number of areas are further evidence for this link¹⁰.
- 3.6 Research into signed-only 20 mph speed limits shows that they generally lead to only small reductions in traffic speeds. Signed-only 20 mph speed limits are therefore most appropriate for areas where vehicle speeds are already low. This may, for example, be on roads that are very narrow, through engineering or on-road car parking. If the mean speed is already at or below 24 mph on a road, introducing a 20 mph speed limit through signing alone is likely to lead to general compliance with the new speed limit¹¹.
- 3.7 20 mph limits covering most streets in Portsmouth have demonstrated that it is possible to introduce large-scale 20 mph limits in some built-up environments. Traffic speeds in most of the streets treated were relatively low (less than 20 mph) to start with. The early evidence suggests that it is likely that some speed and casualty reductions have taken place and this is consistent with previous research that has indicated that 20 mph limits without traffic calming reduce mean speeds by about 1 mph on average. A minority of streets in Portsmouth had average speeds of 25 mph or higher before the 20 mph speed limits were introduced and here the reductions in average speed tended to be greater, but insufficient to make the resulting speeds generally compliant with the new 20 mph limits. City-wide schemes may also contribute to changing travel and driving behaviour positively in the longer run, and the objectives of the Portsmouth speed limits spread well beyond improving road safety. Schemes need to aim for compliance with the new speed limit¹².
- 3.8 Traffic authorities have powers to introduce 20 mph speed limits that apply only at certain times of day. These variable limits may be particularly relevant

¹⁰ The Royal Society for the Prevention of Accidents, 20 mph zones and speed limits, 2012

¹¹ Department for Transport, January 2013, Setting Local Speed Limits. 20 mph Speed Limits and Zones

¹² *Ibid*

where for example a school is located on a road that is not suitable for a full-time 20 mph zone or limit, such as a major through road. To indicate these limits, variable message signs are available (TSRGD, Regulation 58). To reduce costs and sign clutter, the Department will consider authorising the placing of a single variable message sign on the approaching traffic lane (rather than signs on both sides of the road) on a case by case basis.

3.9 Traffic calming involves the installation of specific physical measures to encourage lower traffic speeds. There are many measures available to traffic authorities to help reduce vehicle speeds and ensure compliance with the speed limit in force. These are required at regular intervals in 20 mph zones and may be used in 20 mph limits. As set out above, speed limit traffic signs and/or speed roundel markings can now also be used by traffic authorities in England.

3.9.1 The Highways (Road Humps) Regulations 1999, The Highways (Traffic Calming) Regulations 1999, and Direction 16 of TSRGD 2002 (as amended) give details of the traffic calming measures that meet the requirements for a 20 mph zone¹³.

3.9.2 These calming measures range from more substantive engineering measures to lighter touch road surface treatments and include, for example:

- road humps
- road narrowing measures, including e.g. chicanes, pinch-points or overrun areas
- gateways
- road markings
- rumble devices

3.9.3 A recent review of 20 mph zone and limit implementation (Atkins, 2009) shows that the vast majority of traffic calming measures in use are speed humps, tables, cushions or rumble devices, so called vertical deflections, but traffic authorities will want to consider the full set of available measures to tailor to individual locations.

¹³ Department for Transport, *Strategic Framework for Road Safety*, 2011

4. LOCAL CONTEXT: LONDON BOROUGHS AND LB BARNET

4.1 Mayor of London's Transport Strategy:

The Mayor's Transport Strategy sets out his transport vision for London and details how Transport for London and partners will deliver the plan. Individual boroughs deliver the Mayor's Transport Strategy via borough Local Implementation Plans (LIP). Individual boroughs apply to Transport for London (TfL) for LIP funding which should be utilised to support road safety measures that the Mayor has prioritised which are currently: cycling; bus lanes; and the introduction of more 20 mph zones/limits¹⁴.)

During June 2013, TfL issued a new action plan for road safety in London to meet the Mayor's vision for liveability in London. In line with new Department of Transport (DfT) guidance, TfL have stated that they will work with boroughs to support the installation of 20mph zones and limits on borough roads where appropriate, and in keeping with the wider functions of the local road network. TfL will work with boroughs to monitor the roads where 20mph limits and zones are introduced to ensure safety benefits are realised¹⁵.

4.2 London-Wide Policy:

A study of 23 20 mph zones¹⁶ which have been implemented in London has shown them to have delivered:

- A 42% reduction in all casualties
- A 53% reduction in Killed or Seriously Injured (KSI) accidents and the greatest reductions amongst child and car occupant KSIs

There are over 400 20 mph zones in London, covering 11% of the road network. These have primarily been implemented on local, lightly trafficked roads which demonstrated higher casualty rates thereby warranting such solutions.

As such, speed reduction measures, such as 20 mph zones and limits remain an important and effective measure for reducing speeds on local and residential roads. Accordingly, TfL will work with the boroughs to support the installation of 20 mph zones and speed limits on borough roads where

¹⁴ Mayor of London's Transport Strategy, p. 53

¹⁵ Setting Local Speed Limits, Department of Transport Circular 01/2013

¹⁶ London Road Safety Action Plan, Consultation Document - *Towards a Road Safety Action Plan for London: 2020, July 2012*

appropriate, and in keeping with the wider functions of the local road network¹⁷.

4.3 Other London Boroughs:

Islington has introduced a 20 mph speed limit on all side roads, and will soon include the borough's principal road network as well. This is in addition to the 20 mph zones with physical measures that have already been delivered between 2002 and 2009. At this stage the roll out of 20 mph speed limit across all roads in Islington, including the Transport for London Road Network (TLRN), is not supported by Transport for London (TfL) as it requires more evidence that the casualty reduction can be achieved. In addition the Metropolitan Police has raised concerns about limited resources to enforce the speed limit.

Southwark's core approach to reducing road danger is to reduce vehicle speeds, with the aim of becoming a 20 mph borough. In practice, this is very difficult to achieve on roads with existing high vehicular volumes and speeds. The borough has been lobbying TfL for the introduction of intelligent speed adaptation devices and average speed cameras as tools to reduce vehicular speeds.

Haringey have implemented a large number of 20 mph zones across the borough and have just finished the consultation period over the proposition to implement a 20 mph borough wide limit. *Note, this was one of the locations that the group visited on 5th February, more information is available at point 5.*

Harrow have introduced a number of 20 mph zones and limits over the last few years, especially around primary schools. *Note, this was one of the locations that the group visited on 5th February, more information is available at point 5.*

Camden have implemented a borough wide 20 mph limit, with 20 mph zones within it. *Note, this was one of the locations that the group visited on 5th February, more information is available at point 5.*

4.4 LB Barnet

The Council have received a number of requests, usually via petitions, for 20 mph zones to be implemented in certain parts of the borough. This is the channel which residents currently use to request the implementation of a 20 mph zone/limit in a specific area. These requests tend to come from areas in

¹⁷ London Road Safety Action Plan, Consultation Document, Towards a Road Safety Action Plan for London: 2020, 2012

close proximity to schools, or other locations where residents consider that traffic speeds cause a risk to other road users and/or pedestrians. The Council's Road Safety Policy is set out in the Local Implementation Plan (LIP) 2005/06 – 2010/11¹⁸. The LIP outlines how Barnet will implement the Mayor of London's Transport Strategy, laid out 4.1, locally. LB Barnet's current approach is to implement on a case-by case, ad-hoc basis. 20 mph zones/limits in LB Barnet usually come in response to local concerns that are raised in petitions, such as Walksafe N2, N10 and N14, which are all locally launched petitions in favour of 20 mph zones in their respective areas. Together the petitions have received thousands of signatures. *Also see Appendix 1 for the Lead Commissioner's paper on 20 mph zones/limits in LB Barnet for more local context. Also see Appendix 5 for a list of current locations that are 20 mph in Barnet.*

5. FINDINGS FROM SITE VISITS

5.1 Harrow: Around a third of LB Harrow's road systems falls within a 20 mph zone. The majority of these zones have been implemented in the last 5-6 years, and the borough is now coming towards the end of its programme. The programme has been generally well supported by public and has delivered a safer environment.

5.1.1 The speed limit in these zones is not supported by the police due to a lack of capacity to enforce, therefore meaning that enforcement of the speed restriction is dependent on the traffic calming measures installed by the local authority. All 20 mph zones are self-enforcing.

5.1.2 LB Harrow have 20 mph zones around all primary schools, but not around secondary schools as there has not been the demand from residents. However, Harrow are considering implementing road safety measures around certain secondary schools where there are high traffic volumes and large numbers of people movements.

5.1.3 In total, there are 25 zones in the borough which operate 24 hours a day.

5.1.4 Harrow have received objections from emergency services in relation to some of their 20 mph zones. To mitigate against the risk of emergency services objecting to proposals, there are usually discussed with the emergency services first during regular liaison meetings. This provides scope for them to contribute to design before public consultation commences. The local authority reserves the right to

¹⁸ http://www.barnet.gov.uk/downloads/download/242/local_implementation_plan

implement 20 mph zones even when the emergency services object if they consider the benefits outweigh the objections.

- 5.1.5 20 mph zones in Harrow are generally funded from LIP (Local Implementation Project) funding. Total LIP funding in Harrow is £1.2 million per annum, which is low compared to some other boroughs which have major roads running through. LB Harrow's 20 mph policy is detailed in their Road Safety Plan which is part of their Local Implementation Plan. Harrow have one of the best accident records in London – there were approximately 400 collisions in 2012/13, with no fatalities. Within a 3 year period there have only 80 Killed or Seriously Injured (KSI) accidents. It should be noted that this may be attributable to Harrow being a predominantly residential borough.
- 5.1.6 Decision making on road safety schemes is made by Cabinet Member. However, the Cabinet Member consults with cross party group of Members (Traffic Road Safety Panel). The Cabinet Member considers officers' recommendations and views of the Panel, but ultimately has executive authority.
- 5.1.7 After 6 months of a zone has been implemented, Harrow will review traffic speeds to measure the impact of the scheme.
- 5.1.8 The Task and Finish Group visited three different 20 mph zones on their site visit:

Area	Details
Elmgrove Primary School 20 MPH Zone	In this zone speed cushions, entry treatment and raised platforms have been used as physical features. Double yellow lines in the whole area have been used to encourage walking and cycling. The school was supportive and was consulted on proposals (they also assisted in the scheme design).
Priestmead School 20 MPH Zone	This zone is larger than Elmgrove Zone. Speed cushions have been used to slow cars and vans, but larger wheelbase vehicles (such as ambulances) can pass over with minimal impact. Large platforms have been installed directly outside school entrances to create a shared space for pedestrians and vehicles as well. A zebra crossing just outside of the zone has been installed to complement travel safety in the area. In this area, a 20 mph zone was implemented at the

	same time as a controlled parking zone in order to stop commuter parking). The 20 mph zone helped to counterbalance the potential increase in vehicle speeds as a result of the CPZ implementation (which resulted in a reduction in the number of parked cars).
Camrose Avenue 20 MPH Zone	Introduced around the new Krishna Avanti School. CPZ has delivered a 10 mph reduction in vehicle speeds (from 33-34 mph to 22-23 mph).

5.1.9 Appendix A details where 20 mph zones have been applied in LB Harrow.

5.2 **Camden:** Camden have recently introduced a borough-wide 20 mph speed limit. Before December 2013, when this blanket limit was introduced, the majority of the borough was covered by 20 mph zones. These zones still exist, but have been complemented by the borough-wide limit.

5.2.1 The existing zones were supported by a range of physical road safety features such as speed cushions, speed tables and raised junctions.

5.2.2 Public consultation showed that residents wanted lower speeds but, generally, no more physical features. This led LB Camden to introduce a borough wide limit and not zone.

5.2.3 Police enforcement: due to lack of capacity, the police tend to object to 20 mph limits and zones as they do not have the resources to enforce them. Instead, the Council were advised to create an environment that would be self-enforcing. The police will, however, continue to tackle high end offending.

5.2.4 When implementing individual 20 mph zones, Camden would have consulted individual properties within the proposed zone. In relation to the borough-wide 20 mph limit, consulting took place via an online consultation and engagement with existing resident groups and other interested parties. Consultation with each property in the borough on the proposed zone would have been unfeasible.

5.2.5 The Camden 20 mph zone was led by their Cabinet Member.

5.2.6 Since installing 20 mph zones (from the mid 1990s onwards), the KSI rate in Camden has significantly dropped.

5.2.7 Speed surveys are always been conducted before implementation of any 20 mph zone or limit.

- 5.2.8 Camden have also utilised vehicle activated speed signs in order to alert drivers when they are going too quickly.
- 5.2.9 Conservation areas were an obstacle for Camden when 20 mph zones were being implemented. A tailored approach was required for each conservation area as existing street furniture could often not be used.
- 5.2.10 It is relatively easy to change (i.e. alter road layout) a 20 mph zone/limit once the proposal has been approved by the Cabinet member.
- 5.2.11 Camden's approach has favoured applying zones within a limit area as this gives them flexibility of where to put physical road features.
- 5.2.13 They funded their project(s) through the LIP and also had a lot of liaison with DfT.
- 5.2.14 Camden stressed that 20 mph limits/zones have good cultural impacts as they remove the dominance of vehicles; people find the borough a friendlier environment as a result.
- 5.2.15 As laid out in Appendix B, Camden laid out their plans for 20 mph limits/zones in their 2011 Transport Strategy. They will invest £50,000 per annum for the next 3 years for the following purposes:

- Monitoring the success of 20 mph speed restrictions
- Pedestrian surveys
- Air quality monitoring
- Speed monitoring
- Screen line data (to analyse cycling and driving records)

5.3 **Haringey:** LB Haringey found that KSI rates were often higher in areas of deprivation. This was possibly certain cultures having a lack of understanding of local road culture, and that children were – relatively – given more freedom and therefore were at more danger around roads.

5.3.1 Around 60% of roads in LB Haringey fall within a 20 mph zone, as seen in Appendix 3.

5.3.2 LB Haringey spend around £500,000 per annum on 20 mph and road safety schemes.

5.3.3 Haringey have attempted to avoid road humps where possible. They have instead used raised platforms and likewise measures to provide an environment of a more shared space. In the entry to specific 20 mph zones, trees are used on either side of the road in order to mark the beginning of the zone. This links to road calming measures and the

borough's green policy. It also provides a nicer environment to live and work in.

5.3.4 LB Haringey work with communities around the implementation of zones. The borough's first stage is to identify where a specific zone may be needed to then hold events in that area to help engage that community.

5.3.5 Decisions are ultimately made by the Executive.

5.3.6 LB Haringey have found that there has been an increase of slight accidents since the introduction of zones, but a decrease in the number of KSIs.

5.3.7 Earlier schemes featured the sinusoidal approach (which relied predominantly on using road humps). Whilst this created a friendlier environment for cyclists, it often led to objections and displeasure from residents as road humps can cause vibrations in the road and therefore affect surrounding properties.

5.3.8 The entry to 20 mph zones around schools featured children's pictures/writing in order to enforce the presence of children in the area.

5.3.9 LB Haringey also used oversized roundabouts

6. POSITION OF CABINET MEMBER

6.1 Councillor Dean Cohen was invited to attend one of the Task and Finish Group Meetings but was unable to attend. As a result he was contacted and requested to provide a written comment on his position.

6.2 Councillor Dean Cohen has stated that his policy position on the implementation of 20 mph zones/limits in Barnet is that such demands should be reviewed on a case-by-case basis.

Councillor Cohen has highlighted that 20 mph zones around schools are appropriate examples of where a 20 mph speed restriction would be appropriate. Councillor Cohen further believes that there should be police support before applying a 20 mph restriction.

Councillor Cohen has stated that 20 mph speed limits should not be automatically applied around regeneration sites, but should each be reviewed independently of one another. Councillor Cohen does not support the application of a borough wide 20 mph speed limit.

6 RECOMMENDATIONS

After discussing detailed national statistics on the road safety implications of 20 mph speed restrictions, the group has expressed unanimous support in implementing a policy on 20 mph speed restrictions in Barnet. After visiting the London Borough of Camden, and after examining other local authorities such as Bristol and the London Borough of Islington, the group decided against recommending a borough-wide 20 mph speed limit. The group agreed that these areas had different road cultures to Barnet and that a borough-wide speed limit would not be appropriate for Barnet.

The group has found that the approach of both Harrow and Haringey would be more appropriate to apply in Barnet. Both boroughs are similar to Barnet in regard to their road culture and road system. Furthermore, both Harrow and Haringey have implemented various 20 mph zones on a case by case basis, with Haringey implementing zones around primary schools. The group reached the conclusion that 20 mph zones around primary schools are particularly beneficial for road safety.

The group is therefore recommending a policy that would incorporate the following suggestions:

1. Cabinet are recommended to introduce a dedicated policy on 20 mph limits and zones which is to allow any schools in the borough to 'opt-in' for a 20 mph limit/zone. Both primary and secondary schools would be equally entitled to apply for a 20 mph limit/zone.
2. Cabinet are recommended to review on a case by case basis other areas where a 20 mph zone could be suitable to be implemented.
3. Cabinet are requested to update the Council's Road Safety Plan, to include a clear policy position on 20 mph zones and limits, and for this to be delivered within 12 months from the date of reporting to Cabinet.
4. Subject to Cabinet agreeing the adoption of a policy on 20 mph limits and zones, Cabinet or its successor committee are requested to ensure that an effective engagement strategy is devised and adopted which should be applied before the implementation of 20 mph zones / limits and other road safety measures. It is also requested that an effective application process is designed which specifies how residents, schools or any other community groups can request a 20 mph zone/limit to be introduced.

7 APPENDIX 1 – EVIDENCE FOR 20 MPH ZONES IN BARNET:

LONDON BOROUGH OF BARNET

LEAD COMMISSIONER’S BRIEFING PAPER

The most recent data published on road casualties in Barnet are for 2011¹⁹. 2012 data will be published shortly. The data presented is for personal injury road traffic collisions occurring on the public highway, and reported to the police, in accordance with the “Stats 19” national reporting system.

The data for Barnet are given in Table 6: “Casualties in Greater London 2011 by borough and percentage change over 2010”

Borough	Total casualties	Pedestrians	Pedal cyclists	Powered two-wheelers	Car occupants	Total vehicle occupants
Barnet	1,382 (-9%)	204 (-15%)	71 (-13%)	171 (-1%)	825 (-10%)	1,178 (-8%)

Table 6: Casualties in Greater London 2011 by borough and percentage change over 2010²⁰

What can be seen here is that as with wider London trends the numbers of reported injury accidents are reducing. However a further **42% reduction in accidents would potentially prevent 580 casualty causing accidents in Barnet.**

When we look at the breakdown of severity of accidents in Barnet in Table 7: “Casualties in Greater London 2011 by borough, severity and percentage change over 2010” we find that there would be a potential combined **reduction in the killed and seriously injured (KSI) of about 60 people.**

Borough	Fatal	Serious	Slight	Total Casualties
Barnet	8 (-11%)	133 (+8%)	1,241 (-11%)	1,382 (-9%)

Table 7: Casualties in Greater London 2011 by borough, severity and percentage change over 2010²¹

¹⁹ TfL Surface Transport (Jun 2012) Casualties in Greater London during 2011

²⁰ TfL Surface Transport (Jun 2012) Casualties in Greater London during 2011

Like Camden **many of our casualty accidents occur on main roads**. Attached at appendix 1 there is a map for Barnet of “All Injury Accidents” in 2011 where the bias towards main roads can be clearly seen. It should be noted that in particularly busy locations a star may represent more than one accident.

Roughly the casualty breakdown between different Barnet roads is as follows:

Motorway (M1)	19
TLRN (A1, A41 and A406)	389
A roads	569
B roads	70
Other roads	335

In 2011 all fatalities were on borough roads (not M1 or the TLRN) – however this is atypical – other years split roughly 50/50.

Barnet has agreed targets for casualty reduction in our LIP. For KSI we have a target of a 33% reduction by 2020 against the 2004-08 average of 151.8 which would bring KSI down to about 101. For total casualties we have a target of 10% reduction by 2020 against the 2004-08 average of 1,377.4 which would bring total casualties down to about 1,239.

Savings from the Introduction of 20 mph Limits

Since 1993, the valuation of both fatal and non-fatal casualties has been undertaken by the Department for Transport (DfT)²². Their approach encompasses all aspects of the valuation of casualties, including the human costs, which reflect pain, grief, suffering; the direct economic costs of lost output and the medical costs associated with road accident injuries.

The 2011 DfT figures for accident costs are shown below.

Accident/casualty type	Cost per casualty (£)	Cost per accident (£)
Fatal	1,686,532	1,877,583
Serious	189,519	216,203
Slight	14,611	23,136

²¹ TfL Surface Transport (Jun 2012) Casualties in Greater London during 2011

²² A valuation of road accidents and casualties in Great Britain in 2011 (DfT)

<http://assets.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2011/rrcgb2011-02.pdf>

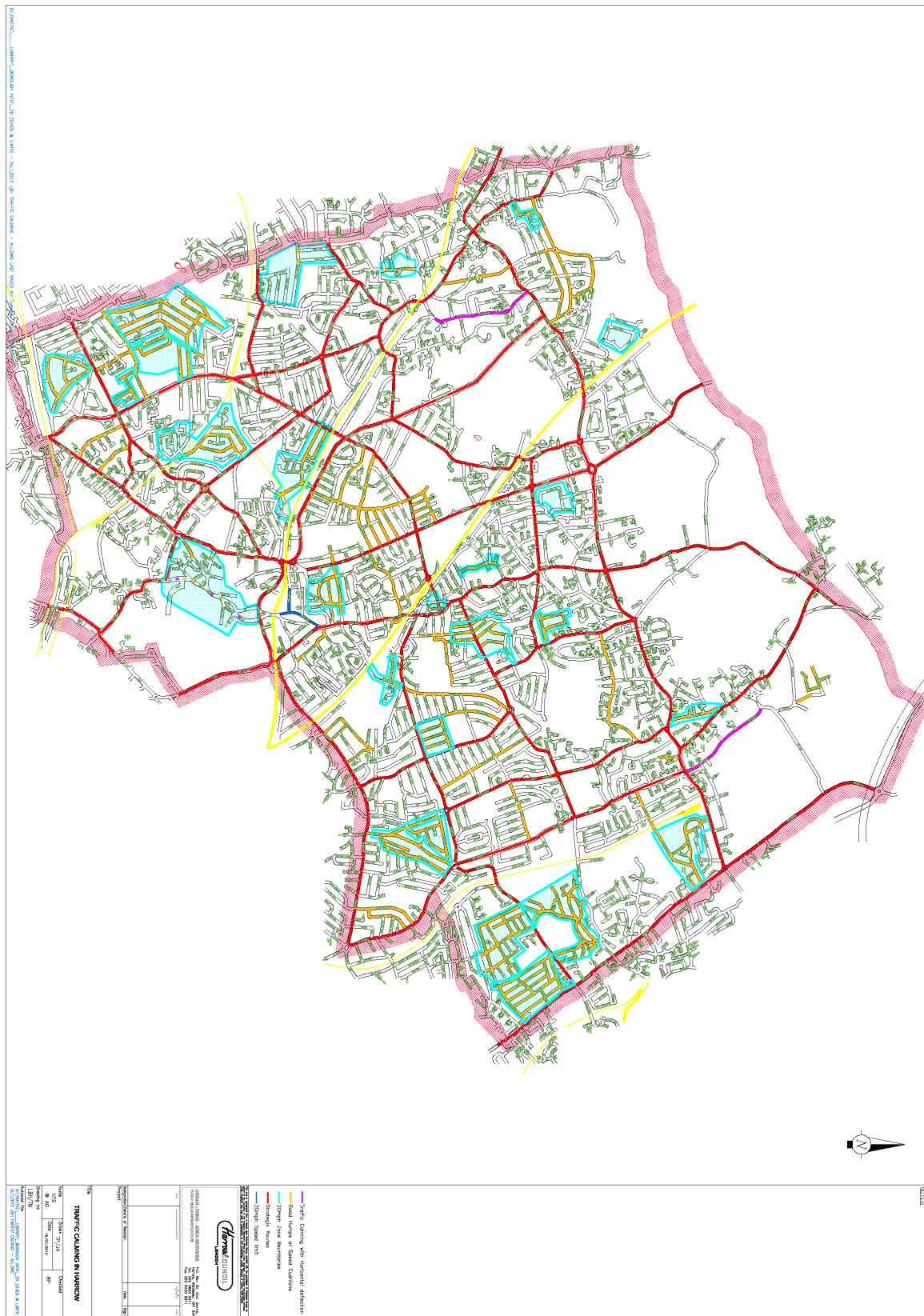
Average for all severities	50,024	71,885
Damage only	-	2,027

RAS60001: Average value of prevention per reported road accident casualty and per reported road accident: GB June 2011²³

On this basis the introduction of a 20 mph speed limit across the borough could result in considerable reductions in cost to society. For example **a 42% reduction in Barnet’s fatal accidents in 2011 from 8 to 5 has a saving of over £5 million and a reduction in serious accidents from 133 to 78 has a saving of over £10 million.**

²³ A valuation of road accidents and casualties in Great Britain in 2011 (DfT)
<http://assets.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2011/rrcgb2011-02.pdf>

8 APPENDIX 2 – 20 MPH ZONES IN LB HARROW



9 APPENDIX 3 – 2011 TRANSPORT STRATEGY, LB CAMDEN

18 Speed reduction is an effective method for reducing casualties and improves both real and perceived safety for people cycling on those roads. Camden will continue its programme of rolling out 20 mph zones to areas across the borough as well as other highway engineering measures to manage traffic speeds that will help improve safety for cyclists and other modes of travel²⁴. (106)

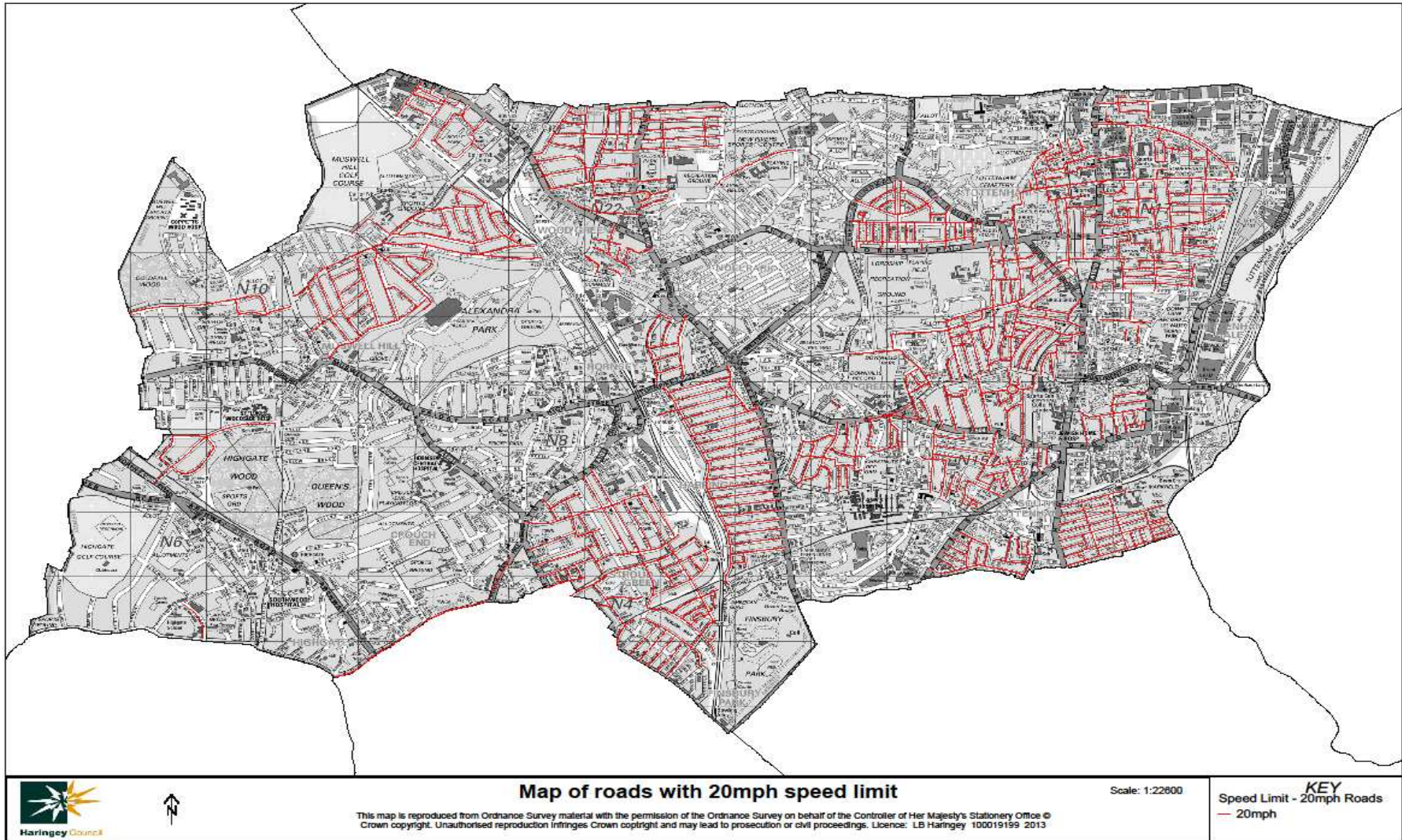
The programme of investment comprises three programmes (as required by the LIP guidance issued by TfL) which are as follows:

- Corridors, Neighbourhoods and Supporting Measures– schemes that generally involve implementation of on-street measures and infrastructure, such as bus priority measures, improved cycle and pedestrian facilities, 20 mph zones and road safety schemes. It also includes “soft” measures such as education, training and publicity to promote travel by sustainable modes and safety (Smarter Travel);
- Maintenance – schemes that involve maintenance of the road network and assessment and strengthening of bridges across the borough;
- Major Schemes – large, area-based schemes that have a minimum value of £1 million that make a transformational improvement and assist in delivering the Mayor’s Better Streets Agenda²⁵.

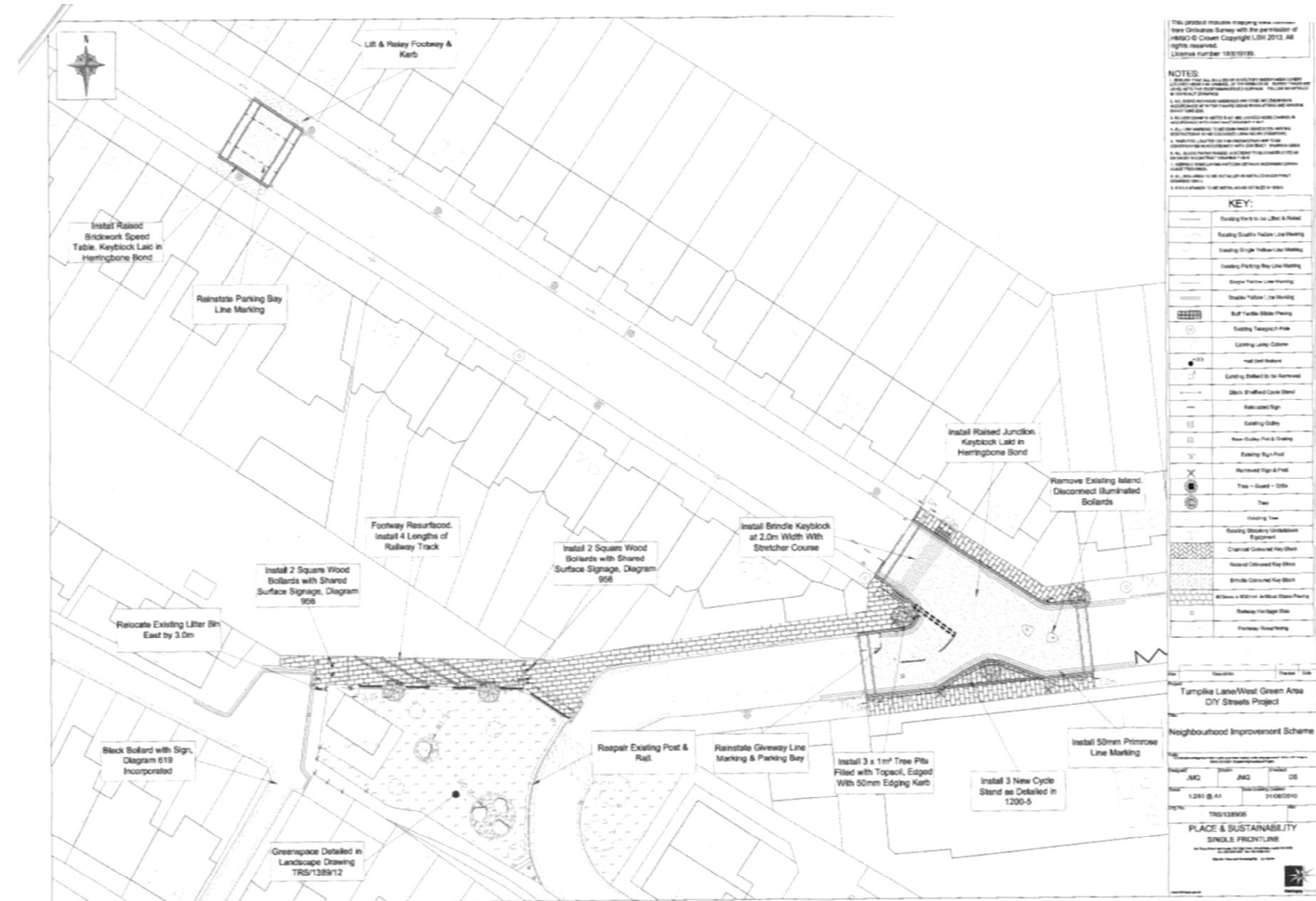
²⁴ Camden Transport Strategy, Delivering the Transport Objectives, 2011, p. 106

²⁵ Camden Transport Strategy, Delivering the Transport Objectives, 2011, p. 152

10 APPENDIX 3 – 20 MPH ZONES IN LB HARINGEY



11 APPENDIX 4 – 20 MPH ZONE IN LB HARINGEY; RAISED TABLES



12 APPENDIX 5 – 20 MPH ZONE IN LB BARNET; LOCATIONS

1. Byng Road / Wentworth Road, Barnet
2. NW7 area – Courtlands Avenue, Robin Close, Stockton Gardens, Hankins Lane, Norbury Grove, Bedford Road, Worcester Crescent, Ramillies Road, Glenwood Road)
3. Bushfield Crescent, Edgware area: Bushfield Crescent, Springwood Crescent, Meadfield, Burrell Close, Hamonde Close, Warrens Shawe Lane, Knightswood Close, Bushfield Close/
4. Finchley Central N3 area: Victoria Avenue, Church Crescent, Clifton Avenue, Dollis Avenue, Lyndhurst Avenue, Grass Park, Rathgar Close, Freston Park, Kingswood Park, Grenville Close, Hendon Avenue, Claremont Park, Village Road, Cyprus Gardens, St. Mary's Avenue, Cyprus Avenue, Dollis Park, Crescent Road, Queenswood Park
5. Addison Way NW11 area: Addison Way, Childs Way, Creswick Walk, Hogarth Hill, Wordsworth Walk, Coleridge Walk, Willifield Green, Asmunds Hill, Willifield Way, Erskine Hill, Woodside, Holmfield, Denman Drive, Chatham Close, Denman Drive North, Denman Drive South, Oakwood Road
6. Prayle Grove / Marble Drive NW2 area: Prayle Grove, Marble Drive, Wallcote Avenue, Jade Close, Amber Grove, Pearl Close
7. Partingdale Lane NW7
8. Mays Lane, Barnet: Chesterfield Road – Barnet Lane
9. Ranulf Road NW2 area: Ranulf Road, Lyndale, Hocroft Road, Farm Avenue, Hocroft Avenue, Harman Drive, Harman Close
10. Church Lane N2
11. Rowan Drive: private road off Aerodrome Road, also known to be signed 20mph