

Frequently asked questions (FAQ) about a borough-wide 20 mph speed limit

February 2013

1. Is it safer to drive at 20 mph?

Yes. According to the Royal Society for Prevention of Accidents (RoSPA) if a pedestrian is hit by a vehicle travelling at 20 mph there is a 2.5% chance that they 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.

2. Will there be fewer collisions if the scheme is implemented?

That is what we expect. Research by the Department for Transport (DfT) shows that every 1 mph of speed reduction leads to a 6% collision reduction. So, even a modest reduction of 1 mph average speed would reduce the number of collisions by 33 collisions a year in Camden (based on the current number of collisions across the borough). People have more time to react so are more likely to avoid a collision.

In Portsmouth, vehicles slowed on average by 1.3 mph and collisions reduced by 21%. A similar result in Camden would mean 100 fewer collisions a year. To put this in context, in 2011 there were 845 collisions in Camden resulting in 932 casualties, 100 of these were fatal or serious.

3. Will the decreased speed limit affect my journey time?

Some journeys may take longer on some roads, but we do not expect that this will be significant.

4. How much do you expect cars to slow down by?

Based on similar schemes in other areas we expect vehicles to slow down on average by 1-2 mph. Other schemes show that the higher the average speed on a given road, the greater the level of speed reduction; up to 6-7 mph.

5. Who will enforce the new speed limit?

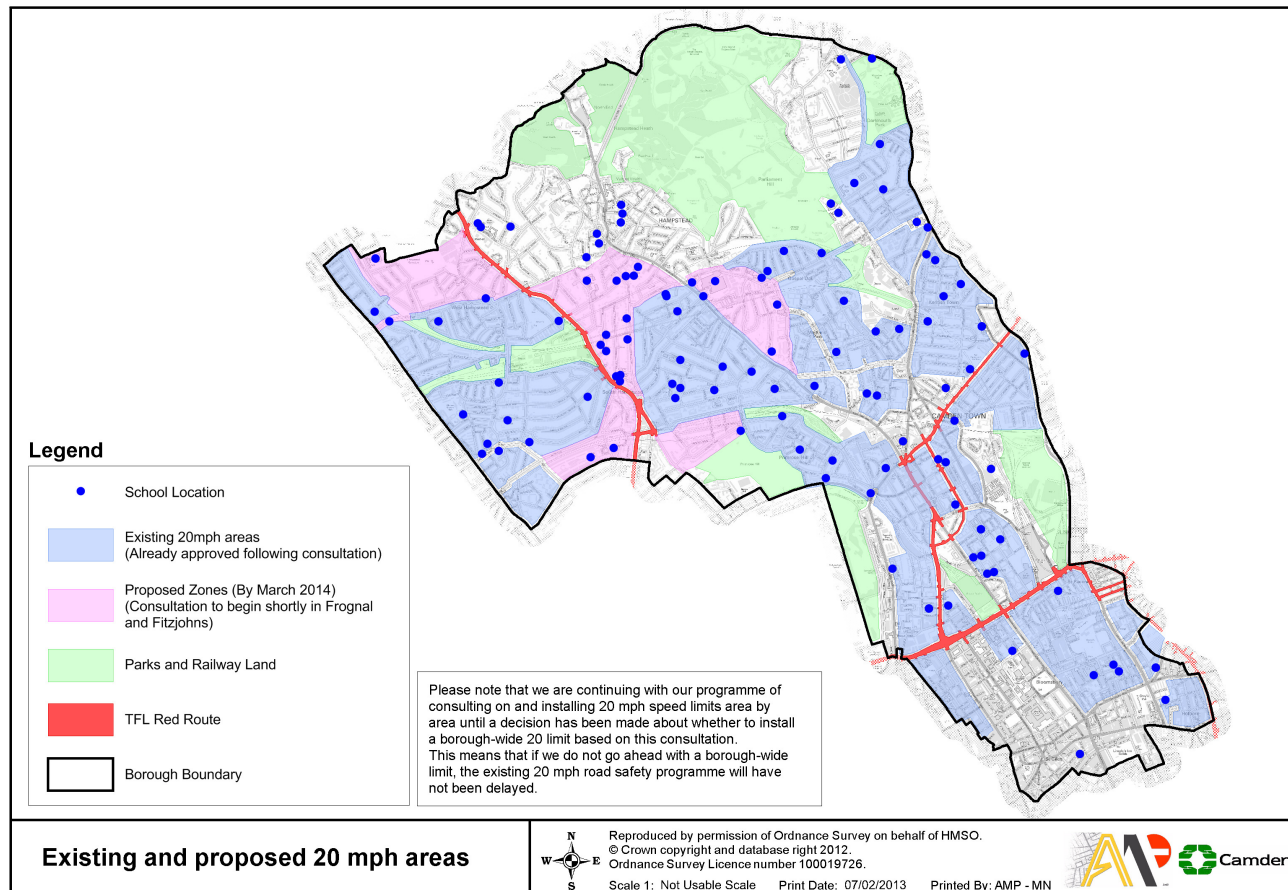
The Met Police are responsible for enforcing speed limits in London. Their resources for speed enforcement are limited as they need to prioritise other issues, such as anti-social behaviour and violent crimes. To make the most of the resources available for speed enforcement, the Police prioritise roads with high collision rates, which is an approach that Camden Council supports. We are discussing future enforcement in Camden with the police and encourage them to continue enforcement at collision hotspots, including 20 mph streets where necessary. We are not relying on the police increasing resources for speed enforcement for this scheme to succeed, although this would be welcomed.

6. Will there be more speed humps?

We will not be implementing speed humps as part of this proposal. We will continue to consider traffic calming measures, particularly in residential areas where there is a high level of road casualties, or when they are requested by the community. If speed humps are necessary at specific locations we will consult on them as part of a new and separate proposal some time in the future.

7. I support a 20 mph speed limit near schools, but aren't there already slower speed limits in place around schools in Camden?

There are many schools throughout the borough, but not all of them are currently located in 20 mph zones or limits. Camden Council prioritises road safety for vulnerable road users, such as children. We want to encourage children to walk to school and to make it as safe as possible for them to do so. School children often have to cross main roads to get to schools as Camden has a large number of schools that are spread right across the borough. See below for a map of schools in Camden. School locations are marked by blue dots.



8. Which roads do you propose to include in the speed limit?

We are proposing to include all roads managed by Camden, but at this stage it is not known if any 'red routes', which are managed by Transport for London (TfL), will be included. We would like your views on whether the red routes should be included so that we can discuss with TfL about including them in the future. Camden High Street, which is a red route, is already 20mph, which was implemented as part of a different scheme.

Many of Camden's roads are already covered by a 20 mph limit and these would remain although the signage would be reviewed to be consistent with the borough-wide scheme.

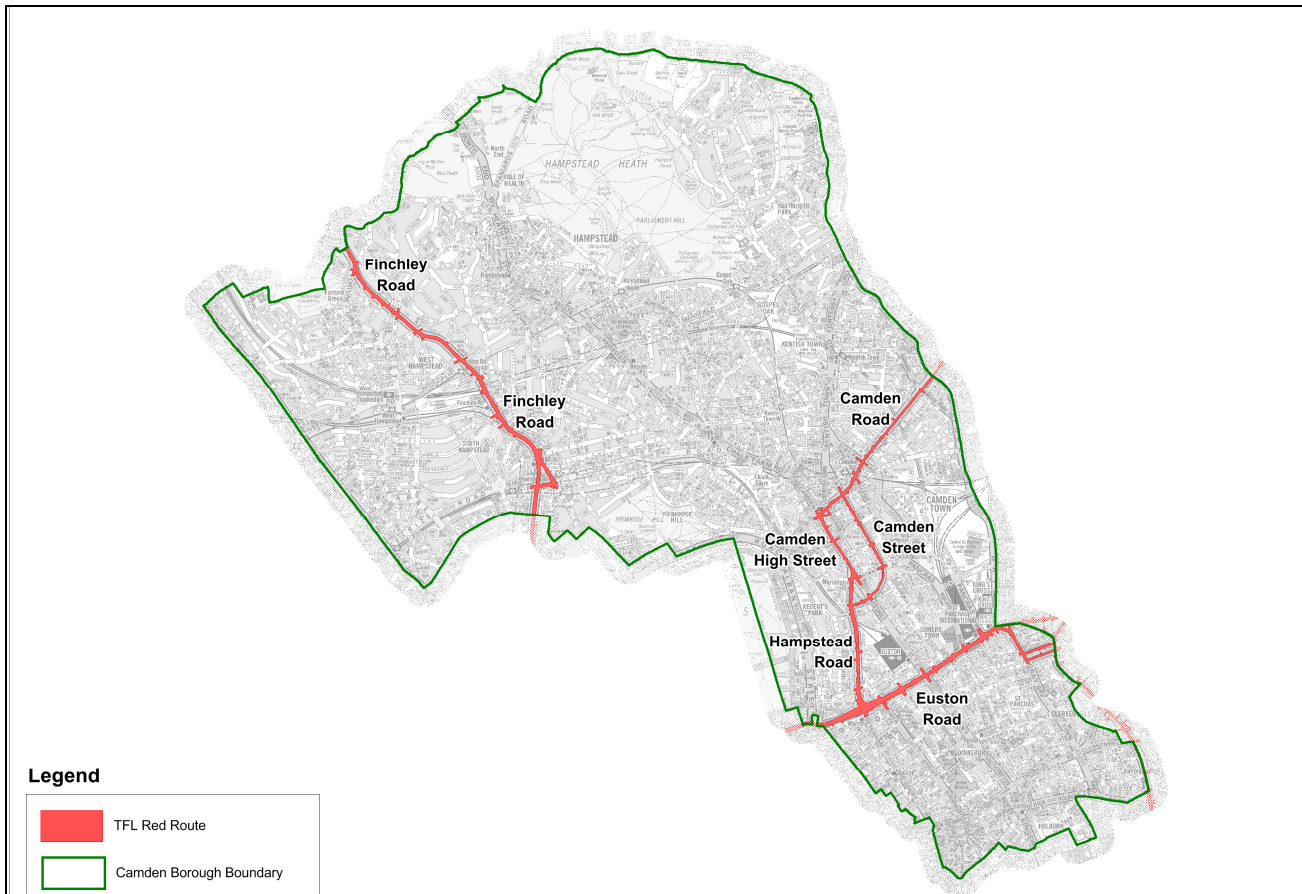
9. Why might red routes not be included in the borough-wide 20 mph limit?

As described above, the 'red route' network is managed by Transport for London (TfL), not Camden Council. TfL has said that it may consider changing the speed limit to 20 mph on the 'red route' on a case by case basis – and has done so on Camden High Street as part of a separate scheme. We will work with TfL to make improvements on the 'red routes', based on your views.

10. Which roads are managed by Camden Council and which roads are 'red routes'?

The map below shows the 'red routes' in Camden, which are roads managed by Transport for London (also called the Transport for London Road Network or TLRN). Camden Council does not have the power to make changes, such as changing the speed limit, on these roads. "Roads managed by

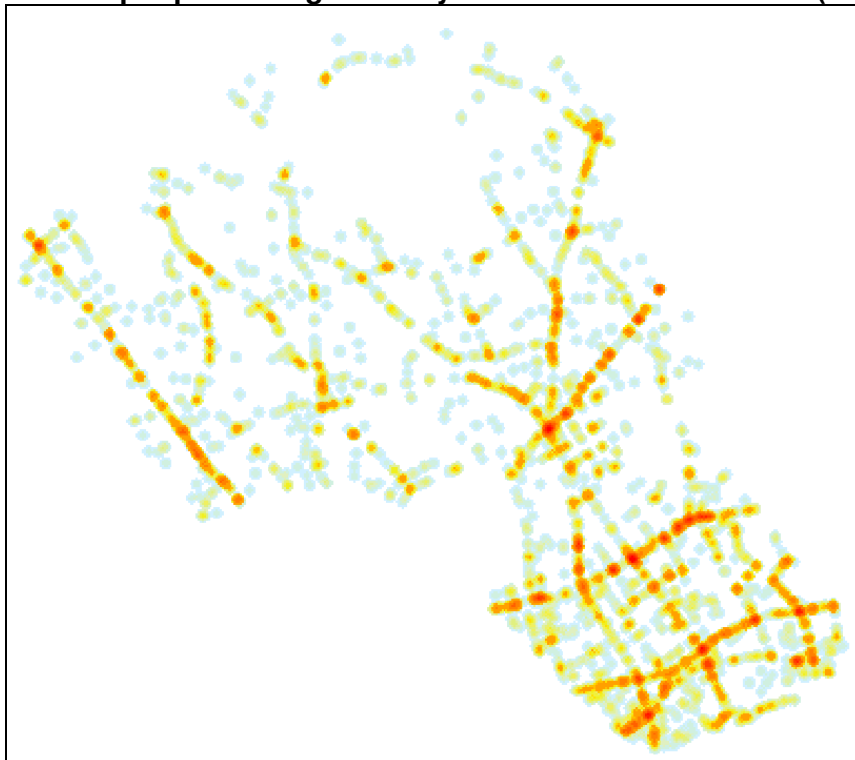
Camden Council” as referred to in this consultation, are all other roads in the borough of Camden, which are public highway (i.e. not private roads or roads on housing estates).



11. Where do the majority of road casualties occur in the borough?

80% of road casualties occur on main roads such as high streets, main through routes and corridors and busier streets which carry more traffic, including buses. You can see the locations where most casualties happen in the borough in the map below.

Heat map representing intensity distribution of casualties (36 months to the end of July 2012)



12. Will the boundary roads be 20 mph?

We are talking to our neighbouring boroughs to see if boundary roads can be included in the scheme. Our neighbouring borough of Islington is already progressing plans to implement a 20 mph limit on York Way and Brecknock Road, which we support.

13. Will there be more speed cameras?

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 are at least four collisions which resulted in a fatality or serious injury (KSI) over a three year period. These collisions must have also occurred within a 500m stretch of road, and two of them must be considered to be as result of vehicles travelling too fast. Funding for installing speed cameras currently comes from the Mayor of London and none will be installed as part of this scheme.

14. Will the scheme affect air quality?

The speed of traffic, particularly in city centres, is not a major factor in air quality. The most important factors are the volume of traffic and types of vehicles being driven, as well as driver behaviour.

15. Will there be increased congestion in the borough as a result of the scheme?

It is not expected that a borough-wide speed limit would significantly increase congestion. Lower traffic speeds do not necessarily reduce the free flow of traffic and although some journeys may take longer on some roads but we do not expect this to be significant.

16. Will this scheme be used to generate revenue for the council?

No. Only the police are legally able to enforce speed limits and revenue from fines goes direct to Central Government. Neither Camden Council nor the Met Police will generate any revenue from this scheme.

17. 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.

18. Will the scheme clutter the borough with signs?

Our approach to signage will take account of the fact that much of Camden is in a conservation area. We will seek to minimise street clutter as much as possible. New 20 mph signs would be placed on existing posts or street lighting columns (lamp posts) where possible, instead of on new posts. We will also aim to keep 'repeater' signs, including road markings to a minimum in accordance with Department for Transport guidance.

19. Are other boroughs doing something similar?

Yes. The London Borough of Islington is introducing a similar scheme in early in 2013. Both Hackney and the City of London are currently investigating a borough-wide 20 mph limit.

Outside of London, Portsmouth implemented a 20 mph limit across 93% of its road network in 2008. Bristol and Liverpool are implementing similar schemes after successful pilot projects that encouraged more people to walk and cycle.

20. Will any parking be lost?

No.

21. When will a decision be made about whether or not the scheme will be implemented?

After the consultation Camden's Cabinet will decide, weighing up all consultation responses, whether or not the scheme should be implemented. It is expected that this decision will be later in summer 2013.

This is your opportunity to comment



We want your views on whether a borough-wide 20mph limit should be introduced in Camden. Please fill out our online questionnaire at www.wearecamden.org and include your comments by **25 March 2013**. **Alternatively, you can send your response by email to 20mph@camden.gov.uk.** You must give your postal address if you want us to consider your views.

Or for any questions or other information please contact:

Jacqueline Saunders
Transport Strategy Service
Tel: 020 7974 2765

Bronwyn Cuthbertson
Transport Strategy Service
Tel: 020 7974 4809