



LoTAG View of “Time for 20”

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National Guidance



Department for Transport Circular 01/2013

Priorities for action

- Keep speed limits under review
- Introduce more 20mph in urban areas and village streets

National Guidance



underlying principles and factors

- Collisions
- Geometry
- Function
- Composition
- Existing speed
- Road environment



The vision and direction for London's streets and roads

Roads Task Force

Roads need to fulfil different functions



Moving



Living



Unlocking



Functioning



Protecting



Sustaining

Sustaining: Ground based transport is also a significant contributor to noise pollution



Noise Bands

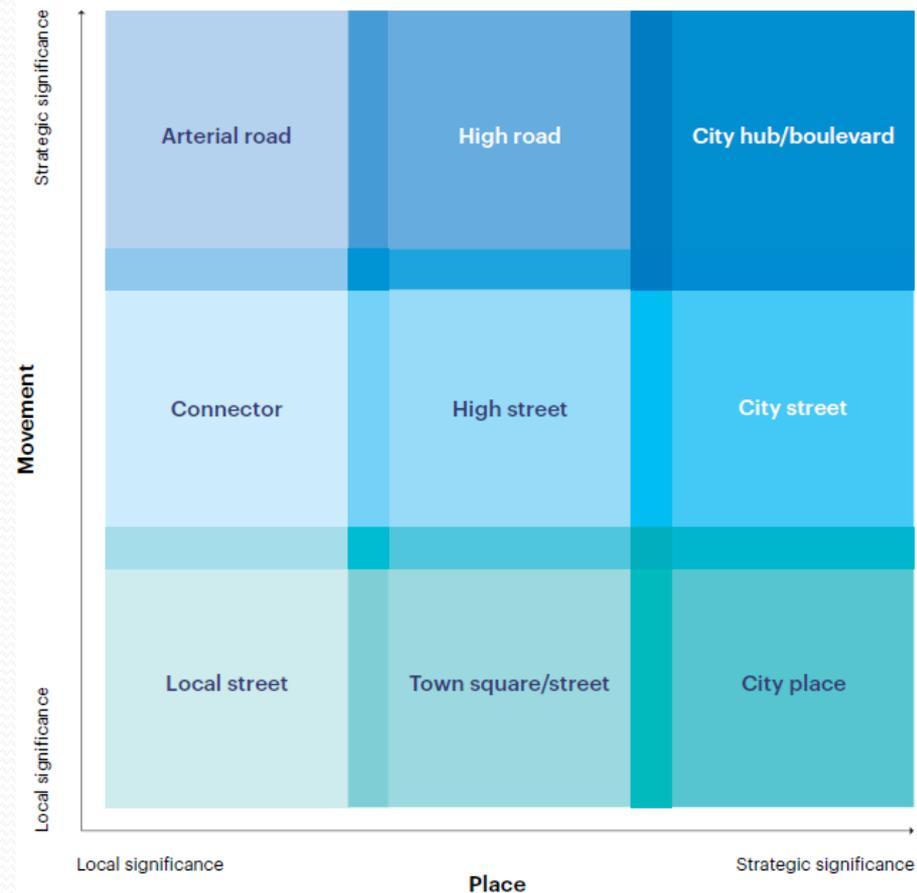
75+ dB(A)
70.0-74.9 dB(A)
65.0-69.9 dB(A)
60.0-64.9 dB(A)
55.0-59.9 dB(A)
00.0-54.9 dB(A)

Source: *Department for environment, food and rural affairs*

- Noise pollution from London's roads can significantly impact the environmental quality of the surrounding area
- This has an impact on people's physical and mental health

London's roads can be grouped in to nine broad street types

- Street types have different roles and priorities, and require different approaches



Arterial road



High road



City hub/boulevard



Connector



High street



City street



Local street

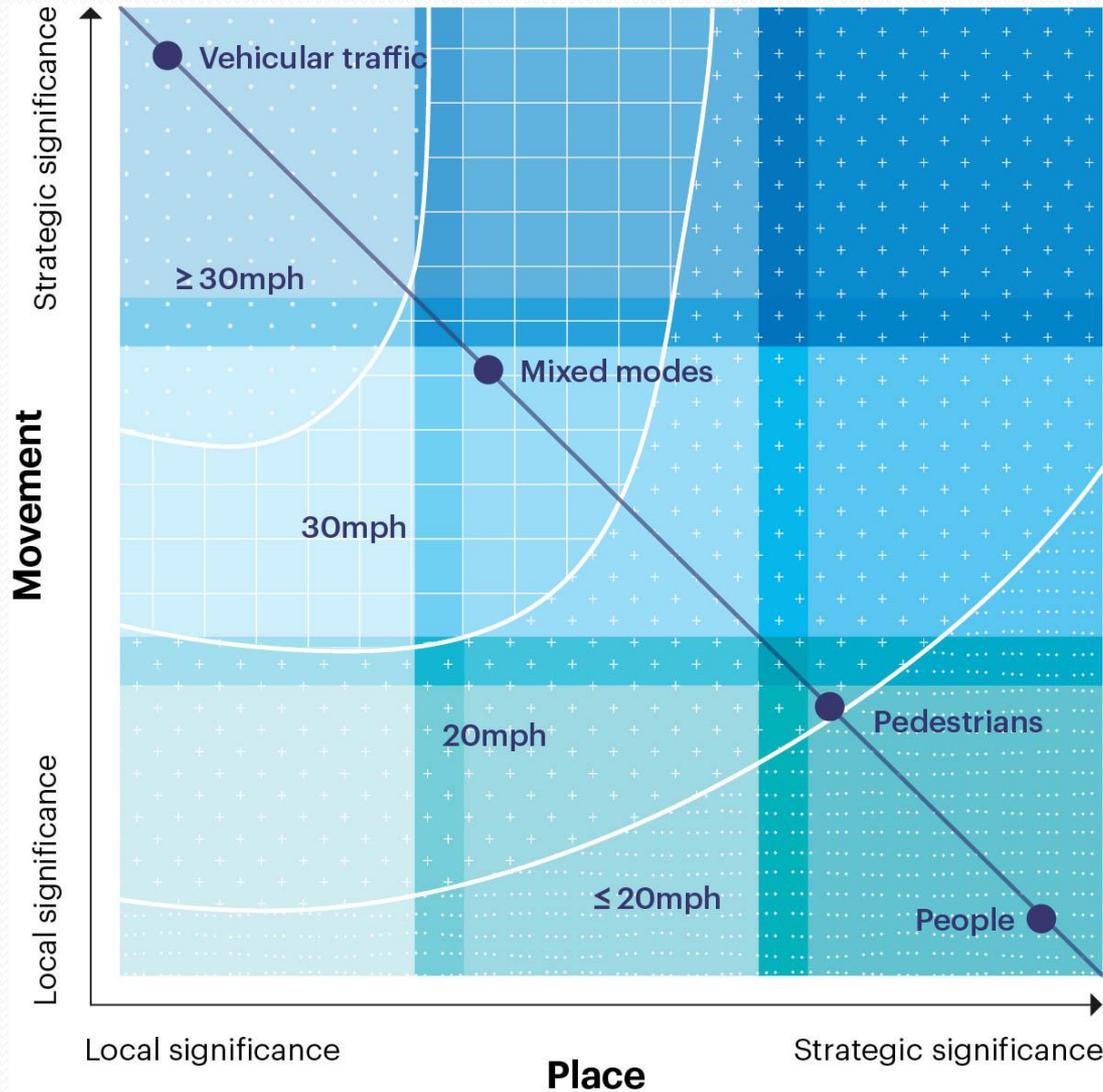


Town square/street



City place

Speed bands



More efficient / flexible use of space

More efficient people movement



Safe speed environment



Fun and active streets



Providing space for stopping



Re-imagined streets and places



Re-design of gyratories



Better crossings



Informal spaces

Bringing the strategy together

World class city centre: more pedestrian space, iconic schemes, 20mph zone, high-quality cycling infrastructure, summer streets, temporary plazas, ultra-low emissions zone, freight consolidation

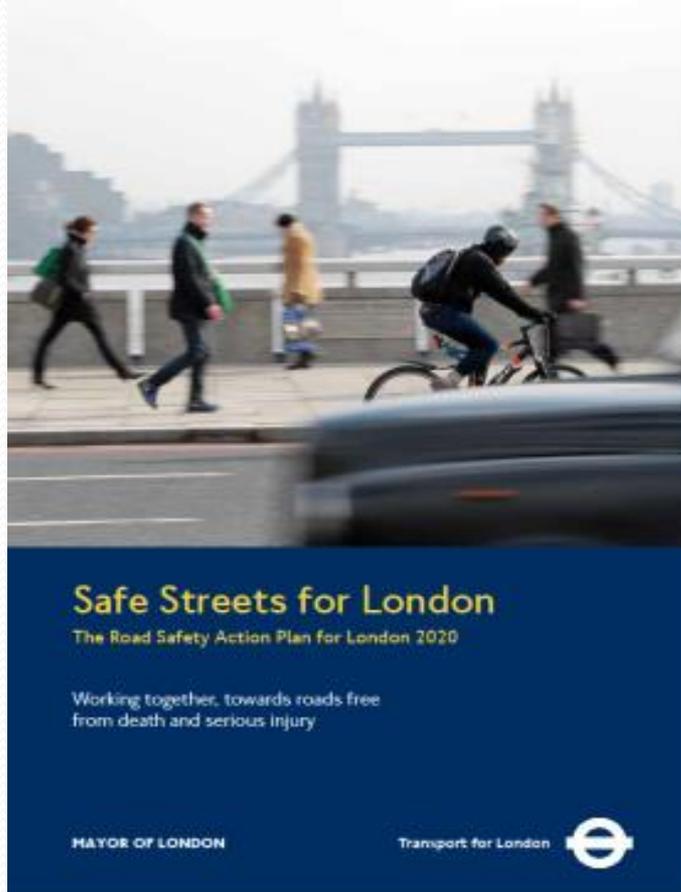
Dense, vibrant inner London: improved pedestrian and cycling in town centres and residential roads inc. 20mph zones, bus priority, car clubs/car share, smarter travel

Outer London: congestion hotspot busting, traffic signal technology, junction improvements, shifting some shorter journeys from car to cycling and walking, traffic calming eg in town centres, enforcement where it matters most, potential tolled tunnels as replacement road capacity

Major growth areas: Junction improvements and new links eg river crossings, public transport capacity, potential roofing over major roads, village-style streets in new developments for buses, walking, cycling and freight access, embedding walking and cycling in new developments

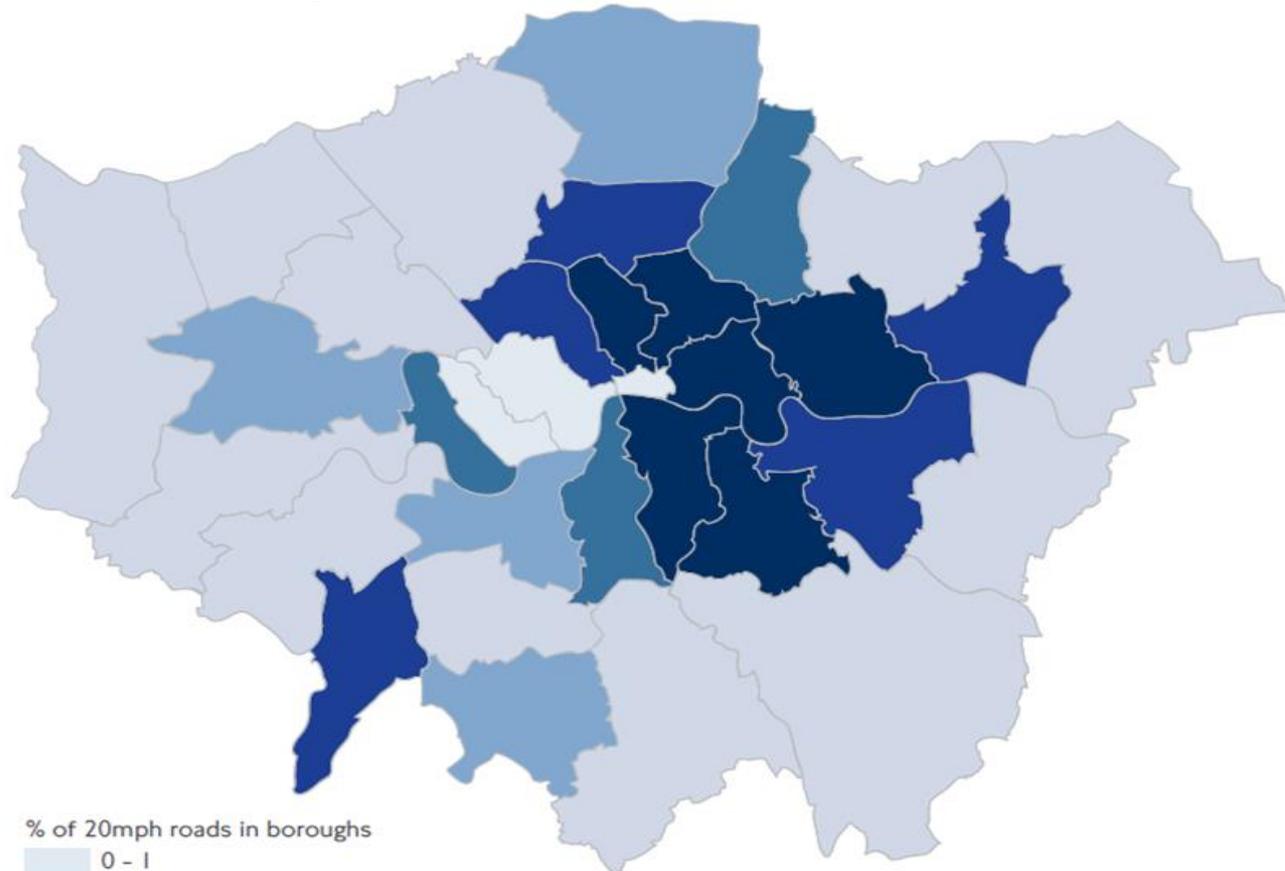


Safe Streets for London

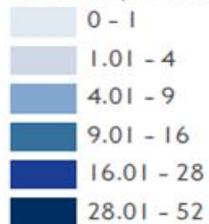


- Safe speeds
- 400+ zones
- -42% casualties
- -53% KSI

London map of 20



% of 20mph roads in boroughs



Source: 20mph zones and Road Safety in London: Table A4

Local Strategy – LTP or LIP



- Investigate 20mph
- Set a challenging casualty reduction target

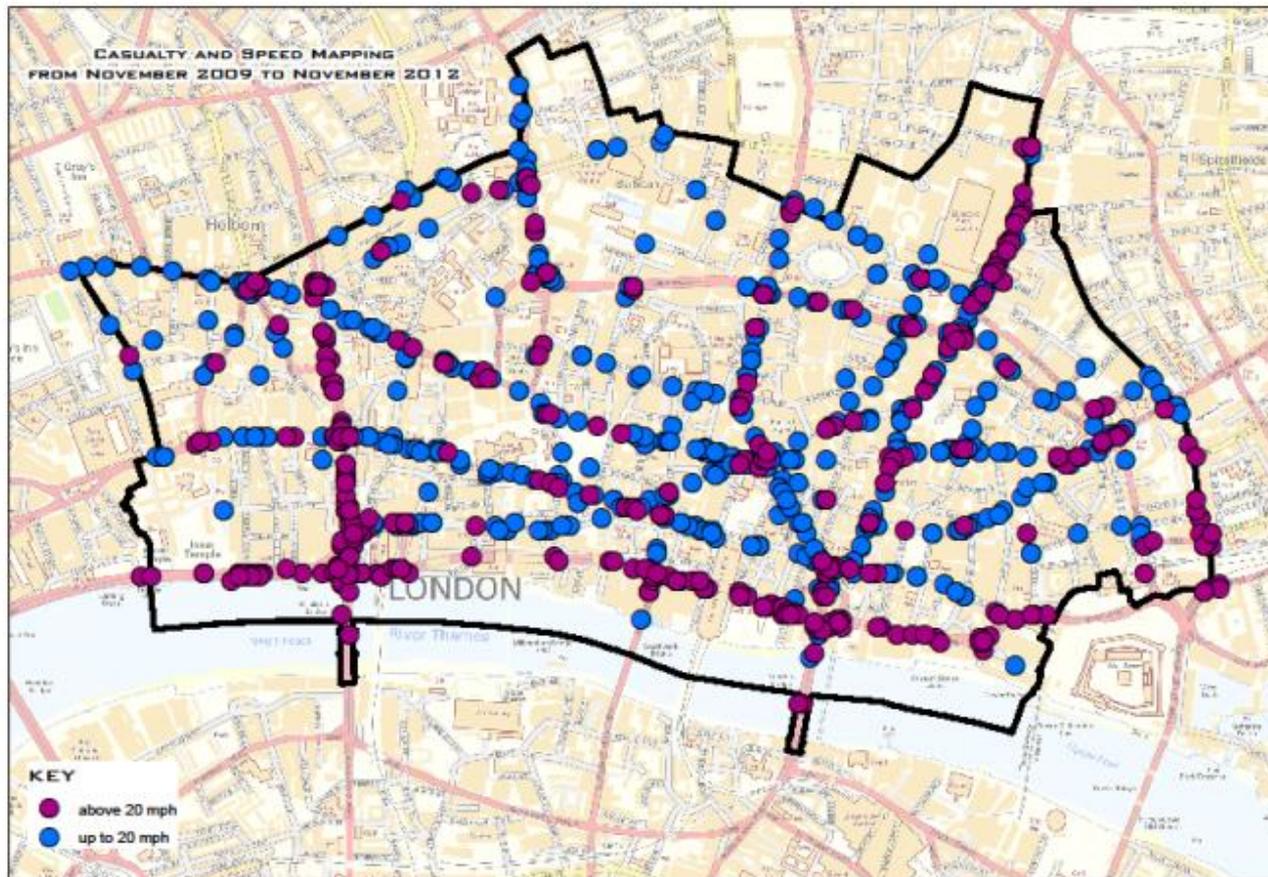
City of London – RDRP



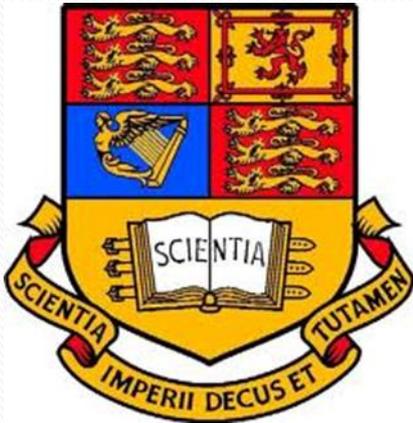
Final Thoughts

- National and regional policy helps
- It's the local policy/ politics that really matters
- Data helps to inform opinion
- It takes time

Local data - casualties



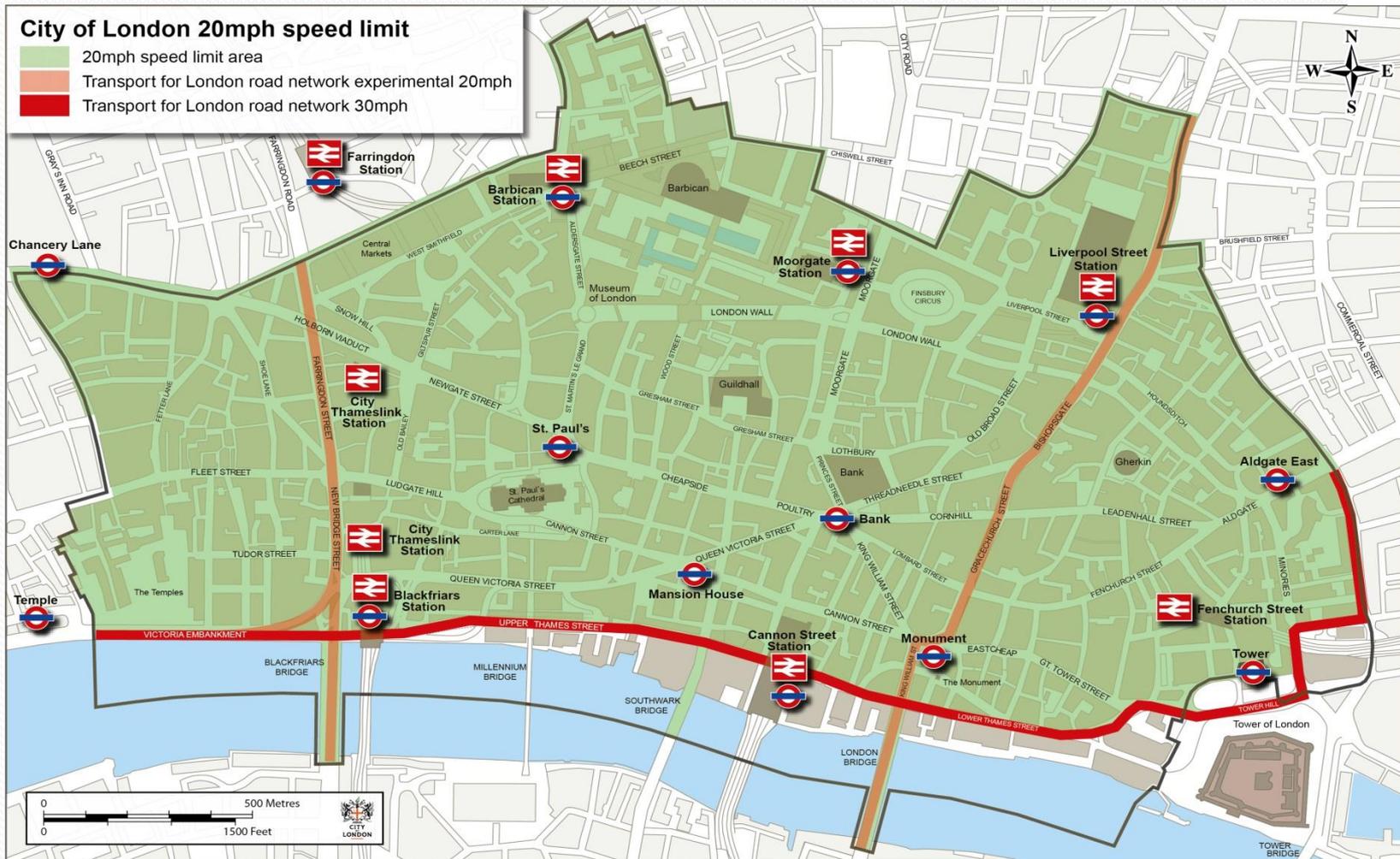
Local data - environmental



Imperial College
London

- Speed humps worse for air pollution
- Air quality no worse with 20mph
- Brake and tyre wear reduced significantly

Local action



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