

### **1. Is it safer to drive at 20 mph?**

Yes. According to the Royal Society for the 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?**

Research shows that on urban roads with low traffic speeds any 1 mph reduction in average speed can reduce the collision frequency by around 6% (Taylor, Lynam and Baruya, 2000) so even a modest reduction of 1 mph average speed would reduce the number of collisions by 56 collisions a year in Southwark (based on 2012 data). There is also clear evidence confirming the greater chance of survival of pedestrians at lower speeds.

### **3. How much do you expect cars to slow down?**

Based on similar schemes in other areas we expect vehicles to slow down on average 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

### **4. Who will enforce the 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 resources available for speed enforcement, the Police prioritise roads with high collision rates.

Association of Chief Police Officers Speed Enforcement Policy Guidelines state:  
The police service supports all appropriate speed limits where

- There is a proven need
- The limit is clear, looking and feeling like the limit and
- Motorists have the ability to comply.

We are discussing future enforcement in Southwark 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 the scheme to succeed, although this would be welcomed.



## **5. Are there more speed humps?**

We did not implement any new speed humps as part of this Scheme. 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.

## **6. Which roads are included in the speed limit?**

All roads managed by Southwark, this excludes 'red routes' which are the responsibility of Transport for London.

## **7. Why are red routes not included in the borough-wide 20 mph limit?**

TFL has its own programme of 20mph trials across London, some of which are in Southwark. However they manage these roads separately and Southwark has no direct control over them.

## **8. Are there 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 have been at least four collisions which resulted in a fatality or serious injury (KSI) over a three year period. The collisions must have also occurred within a one kilometre stretch of road and two of them must be considered to be as a result of vehicles travelling too fast. Funding for installing speed cameras currently comes from the Mayor of London and none have been installed as part of this scheme.

## **9. Will the scheme affect air quality?**

The speed of traffic, particularly in city centres, is not a major factor in air quality. Recent research carried out on behalf of the Cross River Partnership (April 2013) in to the impact of 20mph on estimated tailpipe emissions of NO<sub>x</sub>, PM<sub>10</sub> and CO<sub>2</sub> found that 20mph restrictions are:

- Beneficial in reducing PM<sub>10</sub> for both diesel and petrol engines.
- Beneficial in reducing NO<sub>x</sub> and CO<sub>2</sub> for diesel engines.

While there can be a small increase in NO<sub>x</sub> and CO<sub>2</sub> emission factors for petrol engines, overall there is a positive effect from 20mph speed restrictions on ambient local air quality.

**10. 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 increase congestion. Lower traffic speeds do not necessarily reduce the free flow of traffic and although some journeys may take longer on some roads we do not expect this to be significant.

**11. 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

**12. Are other boroughs doing something similar?**

The boroughs of Islington, Camden and the City have already implemented borough wide 20mph schemes. The boroughs of Greenwich, Hackney, Haringey, Lambeth, Lewisham and Waltham Forest are currently considering implementing similar schemes.

