

Sustainable Development Select Committee			
Title	Modern Roads Review – 3 rd Evidence session	Item No.	5
Wards	All		
Contributors	Scrutiny Manager		
Class	Part 1	16 th April 2015	

1. Purpose of paper

- 1.1. The Sustainable Development Select Committee has agreed to undertake a review looking at the topic of Modern Roads as part of its work programme for 2014/15. This report and appendices, coupled with evidence provided at the meeting, will provide information for the Committee to discuss as part of its review.

2. Recommendations

- 2.1. The Select Committee is asked to:

- note the content of the reports attached and consider the information presented at Committee.

3. Background

- 3.1. At the meeting of the Sustainable Development Select Committee Select Committee on 9 September 2014, the Committee decided as part of its work programme to undertake an in-depth review entitled Modern Roads. The Committee agreed that the focus would be around improving the road infrastructure in the borough for local residents and would look at three related strands:

- Introducing a borough-wide 20 mph speed limit
- Improving the borough for cyclists
- Improving air quality.

- 3.2. The Committee considered and agreed a scoping report at its meeting on 30 October 2014 that set out the key lines of inquiry for the review as well as the timetable. This meeting will be the third evidence session of the Review, following on from the sessions held on 9 December 2014 and 20 January 2015.

4. Witnesses for the Third Evidence Session

- 4.1. Witnesses for the third evidence session for the Modern Roads Review have been invited from the following organisations:

- Transport for London (TfL)
- The Royal Society for the Prevention of Accidents (RoSPA)

5. Reports from Transport for London (TfL)

- 5.1. Please see attached at Appendix A, the TfL Road Modernisation Plan. It can also be found [here](#).
- 5.2. The Road Modernisation Plan is TfL's programme of planned road improvements – a coordinated response to the way London is changing and growing. A number of the projects are already underway, including the strengthening of Hammersmith flyover and refurbishing the Grade II listed Chiswick Bridge. TfL are also consulting on the 'radical transformation of Elephant and Castle's northern roundabout and the East-West and North-South Superhighways.'
- 5.3. Other initiatives include:
 - Deliver the Mayor's Cycling Vision through the implementation of 'mini-Hollands', Quietways and the Central London Grid
 - Ensure that all of our pedestrian crossings meet accessibility standards by 2016
 - Keep bus services reliable and attractive by tackling congestion hotspots and improving six strategic corridors, carrying three million people daily
 - Improve London's air quality by halving Mono-nitrogen oxides (NOx) levels
 - Plant more than 1,000 new trees on Transport for London's Road Network (TLRN) by 2021/22
 - Deliver new energy efficient street lighting and dramatically cut Carbon dioxide (CO₂) emissions
 - Encourage use of rail, waterways and low or zero emission vehicles for deliveries in London
 - More than double the number of Legible London wayfinding signs through third party funding to help pedestrians get around the city more easily.

6. The Royal Society for the Prevention of Accidents (RoSPA)

- 6.1. Please see attached at Appendix B, the RoSPA Cycle Policy Paper and a summary paper on 20mph speed limits.
- 6.2. RoSPA was formed in 1917, and is a registered charity that has been at the heart of accident prevention in the UK and around the world for almost 100 years. Their mission statement says that 'Our mission is to save lives and

reduce injuries', and their vision statement says 'Our vision is to lead the way on accident prevention'.

- 6.3. RoSPA have had a number of successful safety campaigns in the past, including a campaign for drink-drive legislation, which was enacted in 1967, and the compulsory wearing of seatbelts.

7. Further implications

- 7.1. At this stage there are no specific financial, legal, environmental or equalities implications to consider. However, each will be addressed as part of the review.