

LONDON BOROUGH OF CROYDON

To: Croydon Council website
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STATEMENT OF EXECUTIVE DECISIONS MADE BY THE CHIEF EXECUTIVE AND EXECUTIVE DIRECTOR - PLACE ON 12 JULY 2016

This statement is produced in accordance with Regulation 13 of the Local Authorities (Executive Arrangements) Meetings and Access to Information) (England) Regulations 2012.

The following apply to the decisions listed below:

Reasons for these decisions: are contained in the **attached** Part A report

Other options considered and rejected: are contained in the **attached** Part A report

Details of conflicts of Interest declared by the Cabinet Member: none

Note of dispensation granted by the head of paid service in relation to a declared conflict of interest by that Officer: none

The Leader of the Council has delegated to the Officer the power to make the executive decisions set out below:

OFFICER'S EXECUTIVE DECISION REFERENCE NO. 05.16.PL
Decision title: North-East Croydon Area-Wide 20mph Speed Limit
(Community Engagement Results)

Having carefully read and considered the attached Part A report the Chief Executive and Executive Director – Place, in consultation with the Cabinet Member for Transport and Environment

RESOLVED:

Having considered the results of the community engagement conducted in respect of the north-east Croydon maximum 20mph speed limit proposal:

1.1 To agree to proceed with the giving of public notice (statutory consultation) of the intention to make a Traffic Management Order regarding the proposal (as set out in Appendix E to the associated report which includes the revisions below)

1.2 For the reasons set out in paragraph 3.1.11 and 3.1.12 of the associated report, agree to amend the proposal as follows:

- 1.3 A) Addiscombe Grove was previously shown to be part of the proposed 20mph network however, as it is a continuation of the A222 (Cherry Orchard Road) which is to retain its 30mph speed limit, it is recommended that Addiscombe Grove should also retain its 30mph speed limit.
- 1.4 B) that a small stretch of Morland Road/Woodside Green in the vicinity of Woodside Primary school and Children's centre should be made a part time 20mph.
- 1.5 Note that any objections received on the giving of public notice together with the results of the community engagement, as given in this report will be reported to the Traffic Management Advisory Committee (TMAC) seeking a recommendation to the Cabinet Member for Transport and Environment as to whether or not the relevant Traffic Management Orders should be made permanent.

Date: 22 July 2016

For General Release

REPORT TO:	<i>Delegated authority report to Jo Negrini, Executive Director - Place</i>
AGENDA ITEM:	
SUBJECT:	<i>North-East Croydon Area-Wide 20mph Speed Limit (Community Engagement Results)</i>
LEAD OFFICER:	Steve Iles Director - Streets
CABINET MEMBER:	Councillor Stuart King Cabinet Member for Transport and Environment
WARDS:	Selhurst, SouthNorwood, Woodside, Ashburton, Shirley, Heathfield, Fairfield, Addiscombe
<p>CORPORATE PRIORITY/POLICY CONTEXT:</p> <p>This project addresses the corporate policies adopted in the Corporate Plan 2015-2018 to enable Growth, Independence and Liveability. This report helps address the Liveability strategy of the Plan with particular emphasis on the Transport vision to:</p> <ul style="list-style-type: none"> • Implement the 20-year Transport Vision to improve safety and access for all road users, particularly pedestrians, cyclists and people travelling by public transport. • Implement an area-wide 20mph maximum speed limit scheme across Croydon, on an area by area basis, subject to public consultation in each area. 	
<p>AMBITIOUS FOR CROYDON & WHY ARE WE DOING THIS:</p> <p>As part of Ambitious for Croydon, there are plans to improve the way that the council delivers on its roads and transport agenda, including :</p> <ul style="list-style-type: none"> • Supporting 20 mph speed limits in residential areas where the communities want them. • Improve safety for cyclists and pedestrians. Ensure that these policy initiatives are embedded within the developing Transport Vision. 	

FINANCIAL IMPACT

The cost of implementing an area-wide 20mph speed limit across north-east Croydon is estimated to be £300,000. The cost of this proposal is to be met from the TfL allocation secured through the Local Implementation Plan (LIP) for 2016/2017.

KEY DECISION REFERENCE.: Not a Key Decision

1. RECOMMENDATIONS

The Executive Director – Place, in consultation with the Cabinet Member for Transport and Environment considers the results of the community engagement conducted in respect of the north-east Croydon maximum 20mph speed limit proposal and:

- 1.1 Agree to proceed with the giving of public notice (statutory consultation) of the intention to make a Traffic Management Order regarding the proposal (as set out in Appendix E which includes the revisions below)
- 1.2 For the reasons set out in paragraph 3.1.11 and 3.1.12 of this report, agree to amend the proposal as follows:
- 1.3 A) Addiscombe Grove was previously shown to be part of the proposed 20mph network however, as it is .a continuation of the A222 (Cherry Orchard Road) which is to retain it's 30mph speed limit, it is recommended that Addiscombe Grove should also retain it's 30mph speed limit.
- 1.4 B) that a small stretch of Morland Road/Woodside Green in the vicinity of Woodside Primary school and Children's centre should be made a part time 20mph.
- 1.5 Note that any objections received on the giving of public notice together with the results of the community engagement, as given in this report will be reported to the Traffic Management Advisory Committee (TMAC) seeking a recommendation to the Cabinet Member for Transport and Environment as to whether or not the relevant Traffic Management Orders should be made permanent.

2. EXECUTIVE SUMMARY

- 2.1 This report details the results of the recently concluded community engagement on the council's proposal to change the maximum speed limit for the majority of roads in the north-east Croydon area to 20mph. North-east Croydon is the second area with which the council has engaged with to date. The community engagement asked (at question 4) "Do you support the proposal to lower the speed limit to 20mph in residential roads shown in the

plan?" The results show that the majority (50.5%) of households (that responded from within the pre-defined community engagement area) are in favour of the proposal.

- 2.2 Publications from various bodies such as Department for Transport, Royal Society for the Prevention of Accidents (ROSPA) and others support the view that lower speeds carry safety benefits for all road users. Although the list of documented research supporting this view is vast (both on a national and international level) one particular memorandum to the 'Select Committee on Transport, Local Government and the Regions' (RTS 27) from the Transport Research Laboratory provides an easy to understand explanation on this issue. This can be found at <http://www.publications.parliament.uk/pa/cm200102/cmselect/cmtlgr/557/557ap34.htm>

3. DETAIL

3.1 COMMUNITY ENGAGEMENT METHODOLOGY

- 3.1.1. Following the approval of Cabinet (Min.A39/15) on 16 March 2015, officers recently carried out a six week community engagement which ended on 20 May 2016. The community engagement was carried out with residents and businesses in north-east Croydon to measure the level of support for a proposed maximum 20mph speed limit in the area. This is the second of a total of five areas with which the council has/will engage with to seek the introduction of a maximum 20mph speed limit on residential roads in the borough. The proposal and community engagement area can be seen in the plan shown in Appendix A. As a result of lessons learnt from the community engagement which was carried out in 2015 with residents/businesses of the first area (north croydon), and the desire to engage as many people in the area as possible, some changes were agreed with the cabinet member. These included delivery of a scheme proposal newsletter to all properties in the area. The community engagement questionnaire was also modified so as to learn more about what people thought about the current traffic conditions of their roads. Expressed as a percentage, the response rates for the community engagements in North Croydon (carried out last year) and North-East Croydon (completed on 20 May 2016) is 6% and 10% respectively. The community engagement questionnaire was available to the public both online and as a paper copy (upon request) as of Monday 4 April 2016. The analysis of the community engagement responses was in accordance with the methodology presented in the Cabinet report dated 16 March 2015 and is consistent with that used for the North Croydon area.
- 3.1.2. In order to publicise the community engagement as widely as possible, the council ensured that all properties in north-east Croydon received a newsletter. The process of delivering the newsletter was started on Monday 4 April 2016 and completed by Wednesday 6 April 2016. A total of 32,420 newsletters were delivered (attached at appendix A), which provided details of the scheme proposal and how individuals could participate. Officers also put up A3 sized proposal boards (attached at appendix B) on lamp columns on the main roads throughout the affected area. Paper copies of the community engagement questionnaire and a Frequently Asked Questions booklet was available for anyone requesting the scheme information as a hard copy (attached as

appendix C & D). A scheme webpage was set up and made accessible via a link from the main page www.croydon.gov.uk/20mph. The webpage provided further links to an online version of the community engagement questionnaire and also a downloadable version of the Frequently Asked Questions booklet.

- 3.1.3. A communications plan was put in place, the activities of which amongst others, included contacting Resident Associations and schools by email, regular tweeting and facebook posts, putting up posters publicising the proposal in the civic centre, libraries, leisure centres and press releases placed in the local Guardian. Emails to those registered with the councils 'My account' services were also sent to inform them about the proposal and encourage them to take part in the community engagement.
- 3.1.4. The online version of the community engagement questionnaire was set up using the council consultation platform called 'Get Involved'. All online responses provided through 'Get Involved' up until 00:04 on Saturday 21 May 2016 together with all paper responses received up until 6.00pm on Monday 23 May 2016 have been considered and analysed. A total of 4148 responses were considered in respect of the community engagement. Not all responses made were considered valid and this is reflected within the results presented in this report. Questionnaires received from outside the pre-defined community engagement area and those that had incomplete address fields were considered as invalid/void for this community engagement. This is in line with the terms of engagement which was agreed through the Cabinet report 16 March 2015. It was made clear on the community engagement questionnaire and other literature relating to the community engagement that only responses from within the community engagement area would be considered as valid. Within this report where 'valid responses' are referred to, the validity is determined as given above. It should be noted that if the decision to proceed with a statutory consultation for north-east Croydon is made, representations received in response to the statutory consultation (including those received from individuals outside the previous community engagement area) will be taken into account in the final decision.
- 3.1.5. The community engagement questionnaire (attached as appendix C) had two main sections for participants to provide their responses. The first section had four questions, with the option of choosing a 'Yes, No or Unsure' to each of the questions. The second section of the questionnaire had five statements with the options 'Strongly agree, Agree, Neither agree nor disagree, Disagree or Strongly disagree' to choose from. Space was also provided for participants to leave further comments if they wished to do so.
- 3.1.6. Responses considered valid for this community engagement and relating to the four questions in section 1 of the community engagement questionnaire are given in the eight tables provided in section 3.2 of this report. A total of 3622 responses were considered valid and make up the final result for any of the questions. The result for each question is broken down over a table 'A' and 'B'. Tables 1A and 1B present the results to question one, Tables 2A and 2B present the result for question two etc. It should be noted that the 'B' table provides supplementary information to the response numbers which are not included in the main results as given in the 'A' table. The 'A' tables 'give the actual result as it presents response data following analysis of the responses considered in accordance with the methodology which was agreed through the

'Cabinet report 16 March 2015' most important of which is:

- where multiple responses from the same property are received, these will be used to determine the majority view of the household where possible and this will be included as one response for the purposes of reporting the result. In instances where the same number of 'yes' and 'no' responses were received from a property, the following scenarios explain how the responses have been included in the result given in the 'A' table for that particular question.
- i) Two or more 'Yes's' with an equivalent number of 'No's' from the same property, is included as one 'Yes' and one 'No' in the results in Table-A.
 - ii) where the number of Yes's or No's received from a property were unequal, the 'Yes' or 'No' vote (depending on whichever was the greater) has been added as one response to the appropriate category.
 - iii) Where a number of only 'Yes's' or only 'No's' from the same property were received, they have been counted as either one 'Yes' or one 'No' respectively in Table-A.

All responses which are not accounted for within the 'A' tables (because they were treated under one of the above scenarios) have been accounted for in column 2 of the corresponding 'B' table. As a validation, it can be seen that if we add the total of all responses from the table 'A' and the total given in column 2 of the 'B' table, this will add up to the total number of responses considered i.e. 3622. As some respondents chose to respond more than once in the community engagement, it is important to remember that the column 2 numbers of the 'B' table does not necessarily represent responses from different individuals but in fact also contain multiple responses provided by the same individual in a household. In order to get an idea of the numbers of such individuals a 4th column in table 'B' is given which contains the number of responses which came from individuals that responded multiple times.

3.1.7. In the analysis of the five statement preferences forming Section 2 of the community engagement questionnaire all responses received from within the community engagement area have been considered and included in section 3.2.1 of this report. The statements used in section 2 of the questionnaire are given below.

- a) A 20mph speed limit will encourage me to walk more.
- b) A 20mph speed limit will encourage me to cycle.
- c) I would support a 20mph limit on busy main roads (e.g. high streets)
- d) Keeping a 30mph speed limit on the main roads will encourage drivers to stay on the main road network and discourage rat running in side/residential roads.
- e) With a 20mph speed limit in place, as a driver I would drive more slowly than I do at present.

3.1.8. Appendix F contains an analysis of the responses to the five statements for responses that were identified to be from outside the community engagement area. These are not considered relevant to decision making for north-east Croydon and the data is provided for information only. It should be understood that whilst, the public from outside the community engagement area have not

been considered for reporting the result for this 'community engagement', if the decision is made to proceed with a statutory consultation, all representations received in response to a future statutory consultation will need to be considered. A statutory consultation cannot restrict who can or cannot make representations for or against the proposal.

3.1.9. In analysing the additional comments information provided by respondents from within the community engagement area, common recurring concerns/comments were identified and have been presented in section 3.2.2 of this report.

Note: The analysis of the data as explained in section 3.1.7 and 3.1.9 was done for all returns from within the survey area. i.e. including multiple responses from the same property. This is considered appropriate as 'statement preferences' and 'additional comments' are unique to individuals.

3.1.10. Other than the responses received and included in Tables A and B, a further 526 responses were received and have been placed in one of the following categories:

- i) Responses from outside community engagement area totalled 381.
- ii) Incomplete address / not verifiable totalled 68.
- iii) Respondent provided no answer to any of the four questions asked in Section 1 of the CE questionnaire totalled 77.

Although not considered relevant in decision making for the north-east Croydon community engagement, a brief analysis on the respondent's choice of answers is provided in the appendix G for information purposes.

3.1.11. Addiscombe Grove

Addiscombe Grove is part of the 'A' road network and it was agreed that in principle when deciding the 'network of roads' which would retain their current speed limit, the road classification would be an important factor to take into consideration. However, following the start of the community engagement for north-east Croydon, it was realised that Addiscombe Grove had been incorrectly shown to be changed to 20mph. This report recommends that if the decision is to continue with the scheme and proceed with the statutory consultation, Addiscombe Grove should be shown as part of the 30mph network.

3.1.12. Morland Road/Woodside Green

Woodside Primary School and childrens day centre is located on Morland Road at it's junction with Blackhorse Lane and Woodside Green.

Last year, during the community engagement period for North Croydon, the head of the school contacted the council showing support for the proposed 20mph in North Croydon and also requested that the council extend it's proposal further and implement a maximum 20mph speed limit outside the school too. As Woodside Primary was outside the community engagement

area for North Croydon and was within the next area with which the council was intending to carry out the community engagement, the school request was not fulfilled at the time but deferred till the community engagement was carried out for north-east Croydon.

As part of the community engagement for north-east Croydon, the school expressed dissatisfaction through an email to the council, that the published proposal for the area showed Morland Road to retain it's 30mph status. In actual fact, it was explained in the literature available to the public that the council would be considering a permanent or part time 20mph proposal for the stretch of Morland Road outside Woodside primary school as part of any final proposal; the details of which would be finalised in due course. This was communicated to the school in a response email to the school on 14th April 2016. Officers have updated the proposal drawing HWY/20MPH/1284/01 showing the necessary details which is attached to this report as appendix E.

The part time 20mph speed limit would operate on school days between 8.00-9.30 am and 2.30-4.00 pm. Outside of these times the 30mph speed limit will continue to operate. Part time speed limits are managed through the use of electronic signage which will display the 20mph speed limit when operational.

3.2 RESULTS

Question 1: Do you think traffic travels too fast on your street?

TABLE-1A (Responses to Question 1 from within the community engagement area)

Response	Number	%
Yes	1684	52.5
No	1400	43.6
Unsure	114	3.6
No response	11	0.3
TOTAL	3209	100%

TABLE-1B (Responses to Question 1 from within the community engagement area)

Duplicate Response (The below numbers are not included in the result shown in Table-1A)	Number	%	Responses provided by same individual over and above once. These are already included in the numbers given in the first column
Yes	174	42.1	33
No	235	56.9	46
Unsure	4	1	0
No response	0	0	0
TOTAL	413	100%	79

Question 2: Do you think that a 20mph speed limit will make roads safer (especially for people who have difficulty crossing the road, or who have impaired mobility) by helping to reduce accidents and the severity of collisions in those roads?

TABLE-2A (Responses to Question 2 from within the community engagement area)

Response	Number	%
Yes	1634	51.1
No	1393	43.6
Unsure	159	5
No response	10	0.3
TOTAL	3196	100%

TABLE-2B (Responses to Question 2 from within the community engagement area)

Duplicate Response (The below numbers are not included in the result shown in Table-1A)	Number	%	Responses provided by same individual over and above once. These are already included in the numbers given in the first column
Yes	157	36.9	23
No	265	62.2	52
Unsure	3	0.7	1
No response	1	0.2	0
TOTAL	426	100%	76

Question 3: Do you think that a 20 mph speed limit will improve the environment for residents and people who use the streets?

TABLE-3A (Responses to Question 3 from within the community engagement area)

Response	Number	%
Yes	1531	48
No	1479	46.4
Unsure	157	5
No response	20	0.6
TOTAL	3187	100%

TABLE-3B (Responses to Question 3 from within the community engagement area)

Duplicate Response (The below numbers are not included in the result shown in Table-1A)	Number	%	Responses provided by same individual over and above once. These are already included in the numbers given in the first column
Yes	150	34.5	22
No	279	64.1	53
Unsure	6	1.4	0
No response	0	0	0
TOTAL	435	100%	75

Question 4: Do you support the proposal to lower the speed limit to 20mph for the residential roads shown in the plan?

TABLE-4A (Responses to Question 4 from within the community engagement area)

Response	Number	%
Yes	1600	50.5
No	1491	47.1
Unsure	71	2.3
No response	4	0.1
TOTAL	3166	100%

TABLE-4B (Responses to Question 4 from within the community engagement area)

Duplicate Response (The below numbers are not included in the result shown in Table-1A)	Number	%	Responses provided by same individual over and above once. These are already included in the numbers given in the first column
Yes	159	34.9	23
No	295	64.7	57
Unsure	1	0.2	1
No response	1	0.2	0
TOTAL	456	100%	81

3.2.1. The below is the analysis of the statement preferences which respondents from within the community engagement area chose as their preferred answers.

a) A 20mph speed limit will encourage me to walk more.

Responses to Statement	Number	Percentage
Strongly Agree	161	4.4
Agree	246	6.8
Neither agree nor disagree	589	16.3
Disagree	586	16.2
Strongly disagree	1416	39.1
No response provided	624	17.2
Total	3622	100%

b) A 20mph speed limit will encourage me to cycle.

Responses to Statement	Number	Percentage
Strongly Agree	181	5
Agree	253	7
Neither agree nor disagree	425	11.7
Disagree	542	15
Strongly disagree	1578	43.6
No response provided	643	17.7
Total	3622	100%

c) I would support a 20mph limit on busy main roads (eg high streets)

Responses to Statement	Number	Percentage
Strongly Agree	314	8.7
Agree	382	10.5
Neither agree nor disagree	258	7.1
Disagree	688	19
Strongly disagree	1357	37.5
No response provided	623	17.2
Total	3622	100%

d) Keeping a 30mph speed limit on the main roads will encourage drivers to stay on the main road network and discourage rat running in side/residential roads

Responses to Statement	Number	Percentage
Strongly Agree	468	12.9
Agree	825	22.8
Neither agree nor disagree	597	16.5
Disagree	517	14.3
Strongly disagree	591	16.3
No response provided	624	17.2
Total	3622	100%

e) With a 20mph speed limit in place, as a driver I would drive more slowly than I do at present.

Responses to Statement	Number	Percentage
Strongly Agree	289	8
Agree	855	23.6
Neither agree nor disagree	893	24.7
Disagree	406	11.2
Strongly disagree	504	13.9
No response provided	675	18.6
Total	3622	100%

3.2.2. This section reports the comments received from those from within the community engagement area.

Comments/concern regarding	Total
	(Number)
Increased environmental pollution	191
The 20mph speed limit will not/cannot be enforced or the scheme will/must be enforced for it to be worthwhile	127
Increased journey times	133
Increased congestion	159
Scheme is a waste of money and should be spent on improving other services	152
Scheme is so that council can generate more money	56
Scheme will make the roads more dangerous	69
Scheme may/will lead to more incidents of road rage	45
It would be better to educate pedestrians/cyclists how to use the road safely	23

3.2.3. **Results analysis and officer recommendations.**

From the results presented in Table 1A, 2A, 3A, the households that took part in the community engagement submitted that traffic currently travels too fast in their street, and a 20mph speed limit will make the roads safer, reduce accidents/severity of injuries and improve the environment for residents and other road users. The responses given in relation to question 4 of the community engagement questionnaire, shows that the majority support the council proposal to lower the speed limit in the area. This is given in table 4A in section 3.2 of the report.

3.2.4. The analysis of the responses to the statement *(a) A 20mph speed limit will encourage me to walk more*, shows that 11.2% of respondents from within the community engagement area either strongly agreed or agreed that the council proposal will encourage them to walk more whilst 55.3% strongly disagreed or disagreed that the proposal would result them in walking more. It is worthy of note that in response to the question *'Do you think that a 20 mph speed limit will improve the environment for residents and people who use the streets?*, 52.5% have answered 'yes' compared to 43.6% that answered 'no'.

From these statistics, it can be inferred that whilst on a personal level walking may not be a viable option for various reasons, the vast majority do believe that the environment for residents and other road users would improve.

3.2.5. The analysis of the responses to the statement *(b) 'A 20mph speed limit will encourage me to cycle'*, shows that 12% of respondents from within the community engagement area either strongly agreed or agreed that the council proposal will encourage them to cycle whilst 58.6% strongly disagreed or disagreed that the proposal would result them in cycling. Again it is useful to note that whilst the majority of respondents support the 20mph proposal, it can

be inferred that this is because of the safety aspects which the proposal would bring and not necessarily that it would result in them cycling.

- 3.2.6. The analysis of the responses to the statement *(c) I would support a 20mph limit on busy main roads (eg high streets)*, shows that only 19.2% of respondents from within the community engagement area would support a lowering of the maximum 20mph speed limit on busy roads such as high streets. This is significantly lower than the support for the proposal in residential roads only which was at 50.5% as shown in Table 4A (section 3.2 of this report). This is an interesting comparison and warrants that the council considers carefully whether or not to extend the 20mph speed limit to main roads in the future.
- 3.2.7. The analysis of the responses to the statement *(d) Keeping a 30mph speed limit on the main roads will encourage drivers to stay on the main road network and discourage rat running in side/residential roads'*, reveals that 35.7% of respondents from within the community engagement area believe that by keeping the maximum 20mph speed limit to the residential road network only (as proposed), will provide incentive to drivers to travel on the main roads and thereby discourage rat running in residential roads. In contrast 30.6% of respondents did not agree that the proposal would discourage rat running in residential roads.
- 3.2.8. The analysis of the responses to the statement *(e) With a 20mph speed limit in place, as a driver I would drive more slowly than I do at present*, shows that 31.6% of respondents from within the community engagement area agree that with the lowering of the maximum speed limit they would drive more slowly whilst 25.1% disagreed that this would make them drive any slower than at present. It is encouraging that 31.6% of respondents would drive more slowly without the need for specific enforcement. Officers believe that over time more and more drivers will respect the new speed limit.
- 3.2.9. A total of 2239 responses from within the community engagement area were found to contain additional comments. These have been read and considered carefully by officers. In order to provide a snapshot of what the general view is, recurring comments have been grouped together and presented in the table given in section 3.2.2 of this report. Although the comments have not been grouped in the sense whether the respondent had either supported the main proposal or not, officers did note that with the exception of concern over 'enforcement', all other issues of concern given in the table at 3.2.2, were in the main, from those that did not support the 20mph speed limit proposal.
- 3.2.10. As stated within the Cabinet report dated 16 March 2015 and subsequent literature produced for the community engagement associated with this project, officers have considered responses from within the community engagement area when making the recommendation.
- 3.2.11. Given the above analysis, the officer recommendation is to proceed with a Statutory Consultation.

4. FINANCIAL AND RISK ASSESSMENT CONSIDERATIONS

4.1

1. Revenue and Capital consequences of report recommendations

	Current year	Medium Term Financial Strategy – 3 year forecast		
	2016/17 £'000	2017/18 £'000	2018/19 £'000	2019/20 £'000
Revenue available				
Budget				
Expenditure				
Income				
Effect of decision from report				
Expenditure				
Income				
Remaining budget				
Capital available	300			
Budget				
Expenditure				
Effect of decision from report	300			
Expenditure				
Remaining budget	0	0	0	0

2. The effect of the decision

This scheme is funded by Transport for London (TfL) from the Council's 2016/2017 Local Implementation Plan allocation. A decision to proceed will result in that allocation being spent partially or wholly, subject to successful outcome of surveys.

3. Risks

There is a risk that if the current scheme for north-east Croydon area is not agreed to proceed, the allocated £300,000 may not be fully spent. Any unspent monies will need to be reallocated to other highways projects or returned to TfL.

4. Options

The only alternative option is to do nothing should this recommendation not proceed.

5. Future savings/efficiencies

Although there will be no direct savings and efficiencies as a result of this scheme there may be indirect savings within the Council and with partner organisations if casualty rates are reduced as a result of implementation.

Approved by: Zulf Darr, Interim Head of Finance, Place & Resources

5. COMMENTS OF THE COUNCIL SOLICITOR AND MONITORING OFFICER

- 5.1 The Council Solicitor comments that the community engagement detailed above is not a formal consultation. Rather, if the recommendations above are approved, on giving public notice of the intention to make a Traffic Management Order (TMO), the Council will need to consider all representations received prior to determining whether the TMO will be made.
- 5.2 In considering the responses to formal consultation the decision maker may, as a matter of principle, choose to proceed with the proposal or not, and the decision would not be irrational, so long as:-
- There has been proper and fair consultation;
 - All relevant and no irrelevant matters are considered;
 - The decision takes into account the Council's Public Sector Equality Duty.
- 5.3 As local authority and Highway Authority for the roads within the Borough, the Council has the power under s84 of the Road Traffic Regulation Act 1984 ("the 1994 Act") to make TMO's imposing a 20 mph speed limit. Section 89 of the 1994 Act makes it an offence for the driver of a vehicle to exceed the speed limit imposed under s84.
- 5.4 The Council has a duty under s122 of the 1984 Act to exercise its functions (including setting speed limits) to "secure the expeditious, convenient and safe movement of vehicular and other traffic...". Factors that it must have particular regard to are: (a) maintaining access to premises; (b) effect on amenities in the area; (c) facilitating the passage of public service vehicles; (d) and other relevant matters. There are also strict requirements on the Council over the erection and maintenance of speed limit signs as set out in the Traffic Signs Regulations and General Directions 2016 which must be complied with. This is particularly important if enforcement action is to be undertaken and convictions for speed offences are to be upheld.

Approved by: Gabriel MacGregor, Acting Council Solicitor and Monitoring Officer.

6. HUMAN RESOURCES IMPACT

- 6.1 There are no human resources implications arising from this report

Approved by: Adrian Prescod, HR Business Partner, for and on behalf of Director of HR, Resources department.

7. EQUALITIES IMPACT

- 7.1 The Council is proposing the introduction Croydon Area Wide 20mph Speed Limits to improve road safety through a reduction in the number of injury collisions, to encourage walking and cycling, thus making a positive contribution to improving health and tackling obesity, improving accessibility, reducing congestion, improving the local environment, improving the quality of life for all groups (including those that share a protected characteristic) and strengthening community cohesion.

- 7.2 The proposal is likely to improve conditions for all the protected groups and has the potential to ease community severance by aiding the development of healthy and sustainable places and communities. In reducing the perception of road danger the scheme should enable the protected groups to make more and better use of their local streets
- 7.3 The proposal is likely to benefit in particular, certain groups that share a "protected characteristic such as people with a disability, older people and children in providing additional road safety (as pedestrians), whilst in comparison the more able pedestrians would benefit to a lesser degree.
- 7.4 An initial equalities impact assessment has been carried out on this proposal and it is considered that a full assessment is not necessary at this stage, as the changes are likely to benefit a number of groups that share a "protected characteristic" as detailed in the initial assessment. However the scheme if implemented should be monitored as it progresses and if any negative impact on the protected groups is identified, the Council will look to address them.

8. ENVIRONMENTAL IMPACT

- 8.1 Road casualty reduction is a Public Health priority. It is anticipated that the reduction in speed limits to 20mph in residential and commercial areas will help to reduce collisions and the severity of the outcome of some collisions. It is estimated that over 95% of pedestrians involved in a collision at 20mph survive, compared with only 80% at 30mph (ROSPA factsheet). A review of the impact of introducing 20mph zones in London over a twenty year period (Grundy et al 2009) demonstrated a reduction in road casualties particularly amongst young children. It is likely that the scheme will support people to choose more physically active lifestyles by opting to make healthier active travel choices such as walking and cycling which in turn will help to reduce emissions and improve air quality by reducing congestion.

9. CRIME AND DISORDER REDUCTION IMPACT

- 9.1 There are no direct implications arising from the proposals.

10. REASONS FOR RECOMMENDATIONS/PROPOSED DECISION

- 10.1 The proposed scheme should assist the Council in encouraging more sustainable transport use such as walking and cycling by reducing vehicle speeds and improving safety and the perception that the streets are safer and more user friendly. Any modal shift to more sustainable transport achieved as a result of the wider implementation of 20mph speed limits will also assist in improving air quality and reducing carbon emissions contributing to the Council's objectives

11. OPTIONS CONSIDERED AND REJECTED

- 11.1 A 20mph zone was considered for the area, however this was rejected on the grounds of high cost because a zone must be self-enforcing, which would require extensive traffic calming features.

CONTACT OFFICER: Mike Barton-Service Manager Highway Improvement. x61977.
Waheed Alam-Traffic &Highways Engineer x52831

BACKGROUND PAPERS -

- 1) *Cabinet Committee report dated 16 March 2015.*

For General Release

REPORT TO:	<i>Delegated authority report to Jo Negrini, Executive Director - Place</i>
AGENDA ITEM:	
SUBJECT:	<i>North-East Croydon Area-Wide 20mph Speed Limit (Community Engagement Results)</i>
LEAD OFFICER:	Steve Iles Director - Streets
CABINET MEMBER:	Councillor Stuart King Cabinet Member for Transport and Environment
WARDS:	Selhurst, SouthNorwood, Woodside, Ashburton, Shirley, Heathfield, Fairfield, Addiscombe
<p>CORPORATE PRIORITY/POLICY CONTEXT:</p> <p>This project addresses the corporate policies adopted in the Corporate Plan 2015-2018 to enable Growth, Independence and Liveability. This report helps address the Liveability strategy of the Plan with particular emphasis on the Transport vision to:</p> <ul style="list-style-type: none"> • Implement the 20-year Transport Vision to improve safety and access for all road users, particularly pedestrians, cyclists and people travelling by public transport. • Implement an area-wide 20mph maximum speed limit scheme across Croydon, on an area by area basis, subject to public consultation in each area. 	
<p>AMBITIOUS FOR CROYDON & WHY ARE WE DOING THIS:</p> <p>As part of Ambitious for Croydon, there are plans to improve the way that the council delivers on its roads and transport agenda, including :</p> <ul style="list-style-type: none"> • Supporting 20 mph speed limits in residential areas where the communities want them. • Improve safety for cyclists and pedestrians. Ensure that these policy initiatives are embedded within the developing Transport Vision. 	

FINANCIAL IMPACT

The cost of implementing an area-wide 20mph speed limit across north-east Croydon is estimated to be £300,000. The cost of this proposal is to be met from the TfL allocation secured through the Local Implementation Plan (LIP) for 2016/2017.

KEY DECISION REFERENCE.: Not a Key Decision

1. RECOMMENDATIONS

The Executive Director – Place, in consultation with the Cabinet Member for Transport and Environment considers the results of the community engagement conducted in respect of the north-east Croydon maximum 20mph speed limit proposal and:

- 1.1 Agree to proceed with the giving of public notice (statutory consultation) of the intention to make a Traffic Management Order regarding the proposal (as set out in Appendix E which includes the revisions below)
- 1.2 For the reasons set out in paragraph 3.1.11 and 3.1.12 of this report, agree to amend the proposal as follows:
- 1.3 A) Addiscombe Grove was previously shown to be part of the proposed 20mph network however, as it is a continuation of the A222 (Cherry Orchard Road) which is to retain its 30mph speed limit, it is recommended that Addiscombe Grove should also retain its 30mph speed limit.
- 1.4 B) that a small stretch of Morland Road/Woodside Green in the vicinity of Woodside Primary school and Children's centre should be made a part time 20mph.
- 1.5 Note that any objections received on the giving of public notice together with the results of the community engagement, as given in this report will be reported to the Traffic Management Advisory Committee (TMAC) seeking a recommendation to the Cabinet Member for Transport and Environment as to whether or not the relevant Traffic Management Orders should be made permanent.

2. EXECUTIVE SUMMARY

- 2.1 This report details the results of the recently concluded community engagement on the council's proposal to change the maximum speed limit for the majority of roads in the north-east Croydon area to 20mph. North-east Croydon is the second area with which the council has engaged with to date. The community engagement asked (at question 4) "Do you support the proposal to lower the speed limit to 20mph in residential roads shown in the

plan?" The results show that the majority (50.5%) of households (that responded from within the pre-defined community engagement area) are in favour of the proposal.

- 2.2 Publications from various bodies such as Department for Transport, Royal Society for the Prevention of Accidents (ROSPA) and others support the view that lower speeds carry safety benefits for all road users. Although the list of documented research supporting this view is vast (both on a national and international level) one particular memorandum to the 'Select Committee on Transport, Local Government and the Regions' (RTS 27) from the Transport Research Laboratory provides an easy to understand explanation on this issue. This can be found at <http://www.publications.parliament.uk/pa/cm200102/cmselect/cmtlgr/557/557ap34.htm>

3. DETAIL

3.1 COMMUNITY ENGAGEMENT METHODOLOGY

- 3.1.1. Following the approval of Cabinet (Min.A39/15) on 16 March 2015, officers recently carried out a six week community engagement which ended on 20 May 2016. The community engagement was carried out with residents and businesses in north-east Croydon to measure the level of support for a proposed maximum 20mph speed limit in the area. This is the second of a total of five areas with which the council has/will engage with to seek the introduction of a maximum 20mph speed limit on residential roads in the borough. The proposal and community engagement area can be seen in the plan shown in Appendix A. As a result of lessons learnt from the community engagement which was carried out in 2015 with residents/businesses of the first area (north Croydon), and the desire to engage as many people in the area as possible, some changes were agreed with the cabinet member. These included delivery of a scheme proposal newsletter to all properties in the area. The community engagement questionnaire was also modified so as to learn more about what people thought about the current traffic conditions of their roads. Expressed as a percentage, the response rates for the community engagements in North Croydon (carried out last year) and North-East Croydon (completed on 20 May 2016) is 6% and 10% respectively. The community engagement questionnaire was available to the public both online and as a paper copy (upon request) as of Monday 4 April 2016. The analysis of the community engagement responses was in accordance with the methodology presented in the Cabinet report dated 16 March 2015 and is consistent with that used for the North Croydon area.
- 3.1.2. In order to publicise the community engagement as widely as possible, the council ensured that all properties in north-east Croydon received a newsletter. The process of delivering the newsletter was started on Monday 4 April 2016 and completed by Wednesday 6 April 2016. A total of 32,420 newsletters were delivered (attached at appendix A), which provided details of the scheme proposal and how individuals could participate. Officers also put up A3 sized proposal boards (attached at appendix B) on lamp columns on the main roads throughout the affected area. Paper copies of the community engagement questionnaire and a Frequently Asked Questions booklet was available for anyone requesting the scheme information as a hard copy (attached as

appendix C & D). A scheme webpage was set up and made accessible via a link from the main page www.croydon.gov.uk/20mph. The webpage provided further links to an online version of the community engagement questionnaire and also a downloadable version of the Frequently Asked Questions booklet.

- 3.1.3. A communications plan was put in place, the activities of which amongst others, included contacting Resident Associations and schools by email, regular tweeting and facebook posts, putting up posters publicising the proposal in the civic centre, libraries, leisure centres and press releases placed in the local Guardian. Emails to those registered with the councils 'My account' services were also sent to inform them about the proposal and encourage them to take part in the community engagement.
- 3.1.4. The online version of the community engagement questionnaire was set up using the council consultation platform called 'Get Involved'. All online responses provided through 'Get Involved' up until 00:04 on Saturday 21 May 2016 together with all paper responses received up until 6.00pm on Monday 23 May 2016 have been considered and analysed. A total of 4148 responses were considered in respect of the community engagement. Not all responses made were considered valid and this is reflected within the results presented in this report. Questionnaires received from outside the pre-defined community engagement area and those that had incomplete address fields were considered as invalid/void for this community engagement. This is in line with the terms of engagement which was agreed through the Cabinet report 16 March 2015. It was made clear on the community engagement questionnaire and other literature relating to the community engagement that only responses from within the community engagement area would be considered as valid. Within this report where 'valid responses' are referred to, the validity is determined as given above. It should be noted that if the decision to proceed with a statutory consultation for north-east Croydon is made, representations received in response to the statutory consultation (including those received from individuals outside the previous community engagement area) will be taken into account in the final decision.
- 3.1.5. The community engagement questionnaire (attached as appendix C) had two main sections for participants to provide their responses. The first section had four questions, with the option of choosing a 'Yes, No or Unsure' to each of the questions. The second section of the questionnaire had five statements with the options 'Strongly agree, Agree, Neither agree nor disagree, Disagree or Strongly disagree' to choose from. Space was also provided for participants to leave further comments if they wished to do so.
- 3.1.6. Responses considered valid for this community engagement and relating to the four questions in section 1 of the community engagement questionnaire are given in the eight tables provided in section 3.2 of this report. A total of 3622 responses were considered valid and make up the final result for any of the questions. The result for each question is broken down over a table 'A' and 'B'. Tables 1A and 1B present the results to question one, Tables 2A and 2B present the result for question two etc. It should be noted that the 'B' table provides supplementary information to the response numbers which are not included in the main results as given in the 'A' table. The 'A' tables 'give the actual result as it presents response data following analysis of the responses considered in accordance with the methodology which was agreed through the

'Cabinet report 16 March 2015' most important of which is:

- where multiple responses from the same property are received, these will be used to determine the majority view of the household where possible and this will be included as one response for the purposes of reporting the result. In instances where the same number of 'yes' and 'no' responses were received from a property, the following scenarios explain how the responses have been included in the result given in the 'A' table for that particular question.
- i) Two or more 'Yes's' with an equivalent number of 'No's' from the same property, is included as one 'Yes' and one 'No' in the results in Table-A.
 - ii) where the number of Yes's or No's received from a property were unequal, the 'Yes' or 'No' vote (depending on whichever was the greater) has been added as one response to the appropriate category.
 - iii) Where a number of only 'Yes's' or only 'No's' from the same property were received, they have been counted as either one 'Yes' or one 'No' respectively in Table-A.

All responses which are not accounted for within the 'A' tables (because they were treated under one of the above scenarios) have been accounted for in column 2 of the corresponding 'B' table. As a validation, it can be seen that if we add the total of all responses from the table 'A' and the total given in column 2 of the 'B' table, this will add up to the total number of responses considered i.e. 3622. As some respondents chose to respond more than once in the community engagement, it is important to remember that the column 2 numbers of the 'B' table does not necessarily represent responses from different individuals but in fact also contain multiple responses provided by the same individual in a household. In order to get an idea of the numbers of such individuals a 4th column in table 'B' is given which contains the number of responses which came from individuals that responded multiple times.

3.1.7. In the analysis of the five statement preferences forming Section 2 of the community engagement questionnaire all responses received from within the community engagement area have been considered and included in section 3.2.1 of this report. The statements used in section 2 of the questionnaire are given below.

- a) A 20mph speed limit will encourage me to walk more.
- b) A 20mph speed limit will encourage me to cycle.
- c) I would support a 20mph limit on busy main roads (e.g. high streets)
- d) Keeping a 30mph speed limit on the main roads will encourage drivers to stay on the main road network and discourage rat running in side/residential roads.
- e) With a 20mph speed limit in place, as a driver I would drive more slowly than I do at present.

3.1.8. Appendix F contains an analysis of the responses to the five statements for responses that were identified to be from outside the community engagement area. These are not considered relevant to decision making for north-east Croydon and the data is provided for information only. It should be understood that whilst, the public from outside the community engagement area have not

been considered for reporting the result for this 'community engagement', if the decision is made to proceed with a statutory consultation, all representations received in response to a future statutory consultation will need to be considered. A statutory consultation cannot restrict who can or cannot make representations for or against the proposal.

- 3.1.9. In analysing the additional comments information provided by respondents from within the community engagement area, common recurring concerns/comments were identified and have been presented in section 3.2.2 of this report.

Note: The analysis of the data as explained in section 3.1.7 and 3.1.9 was done for all returns from within the survey area. i.e. including multiple responses from the same property. This is considered appropriate as 'statement preferences' and 'additional comments' are unique to individuals.

- 3.1.10. Other than the responses received and included in Tables A and B, a further 526 responses were received and have been placed in one of the following categories:
- i) Responses from outside community engagement area totalled 381.
 - ii) Incomplete address / not verifiable totalled 68.
 - iii) Respondent provided no answer to any of the four questions asked in Section 1 of the CE questionnaire totalled 77.

Although not considered relevant in decision making for the north-east Croydon community engagement, a brief analysis on the respondent's choice of answers is provided in the appendix G for information purposes.

3.1.11. **Addiscombe Grove**

Addiscombe Grove is part of the 'A' road network and it was agreed that in principle when deciding the 'network of roads' which would retain their current speed limit, the road classification would be an important factor to take into consideration. However, following the start of the community engagement for north-east Croydon, it was realised that Addiscombe Grove had been incorrectly shown to be changed to 20mph. This report recommends that if the decision is to continue with the scheme and proceed with the statutory consultation, Addiscombe Grove should be shown as part of the 30mph network.

3.1.12. **Morland Road/Woodside Green**

Woodside Primary School and childrens day centre is located on Morland Road at it's junction with Blackhorse Lane and Woodside Green.

Last year, during the community engagement period for North Croydon, the head of the school contacted the council showing support for the proposed 20mph in North Croydon and also requested that the council extend it's proposal further and implement a maximum 20mph speed limit outside the school too. As Woodside Primary was outside the community engagement

area for North Croydon and was within the next area with which the council was intending to carry out the community engagement, the school request was not fulfilled at the time but deferred till the community engagement was carried out for north-east Croydon.

As part of the community engagement for north-east Croydon, the school expressed dissatisfaction through an email to the council, that the published proposal for the area showed Morland Road to retain it's 30mph status. In actual fact, it was explained in the literature available to the public that the council would be considering a permanent or part time 20mph proposal for the stretch of Morland Road outside Woodside primary school as part of any final proposal; the details of which would be finalised in due course. This was communicated to the school in a response email to the school on 14th April 2016. Officers have updated the proposal drawing HWY/20MPH/1284/01 showing the necessary details which is attached to this report as appendix E.

The part time 20mph speed limit would operate on school days between 8.00-9.30 am and 2.30-4.00 pm. Outside of these times the 30mph speed limit will continue to operate. Part time speed limits are managed through the use of electronic signage which will display the 20mph speed limit when operational.

3.2 RESULTS

Question 1: Do you think traffic travels too fast on your street?

TABLE-1A (Responses to Question 1 from within the community engagement area)

Response	Number	%
Yes	1684	52.5
No	1400	43.6
Unsure	114	3.6
No response	11	0.3
TOTAL	3209	100%

TABLE-1B (Responses to Question 1 from within the community engagement area)

Duplicate Response (The below numbers are not included in the result shown in Table-1A)	Number	%	Responses provided by same individual over and above once. These are already included in the numbers given in the first column
Yes	174	42.1	33
No	235	56.9	46
Unsure	4	1	0
No response	0	0	0
TOTAL	413	100%	79

Question 2: Do you think that a 20mph speed limit will make roads safer (especially for people who have difficulty crossing the road, or who have impaired mobility) by helping to reduce accidents and the severity of collisions in those roads?

TABLE-2A (Responses to Question 2 from within the community engagement area)

Response	Number	%
Yes	1634	51.1
No	1393	43.6
Unsure	159	5
No response	10	0.3
TOTAL	3196	100%

TABLE-2B (Responses to Question 2 from within the community engagement area)

Duplicate Response (The below numbers are not included in the result shown in Table-1A)	Number	%	Responses provided by same individual over and above once. These are already included in the numbers given in the first column
Yes	157	36.9	23
No	265	62.2	52
Unsure	3	0.7	1
No response	1	0.2	0
TOTAL	426	100%	76

Question 3: Do you think that a 20 mph speed limit will improve the environment for residents and people who use the streets?

TABLE-3A (Responses to Question 3 from within the community engagement area)

Response	Number	%
Yes	1531	48
No	1479	46.4
Unsure	157	5
No response	20	0.6
TOTAL	3187	100%

TABLE-3B (Responses to Question 3 from within the community engagement area)

Duplicate Response (The below numbers are not included in the result shown in Table-1A)	Number	%	Responses provided by same individual over and above once. These are already included in the numbers given in the first column
Yes	150	34.5	22
No	279	64.1	53
Unsure	6	1.4	0
No response	0	0	0
TOTAL	435	100%	75

Question 4: Do you support the proposal to lower the speed limit to 20mph for the residential roads shown in the plan?

TABLE-4A (Responses to Question 4 from within the community engagement area)

Response	Number	%
Yes	1600	50.5
No	1491	47.1
Unsure	71	2.3
No response	4	0.1
TOTAL	3166	100%

TABLE-4B (Responses to Question 4 from within the community engagement area)

Duplicate Response (The below numbers are not included in the result shown in Table-1A)	Number	%	Responses provided by same individual over and above once. These are already included in the numbers given in the first column
Yes	159	34.9	23
No	295	64.7	57
Unsure	1	0.2	1
No response	1	0.2	0
TOTAL	456	100%	81

3.2.1. The below is the analysis of the statement preferences which respondents from within the community engagement area chose as their preferred answers.

- a) A 20mph speed limit will encourage me to walk more.

Responses to Statement	Number	Percentage
Strongly Agree	161	4.4
Agree	246	6.8
Neither agree nor disagree	589	16.3
Disagree	586	16.2
Strongly disagree	1416	39.1
No response provided	624	17.2
Total	3622	100%

- b) A 20mph speed limit will encourage me to cycle.

Responses to Statement	Number	Percentage
Strongly Agree	181	5
Agree	253	7
Neither agree nor disagree	425	11.7
Disagree	542	15
Strongly disagree	1578	43.6
No response provided	643	17.7
Total	3622	100%

- c) I would support a 20mph limit on busy main roads (eg high streets)

Responses to Statement	Number	Percentage
Strongly Agree	314	8.7
Agree	382	10.5
Neither agree nor disagree	258	7.1
Disagree	688	19
Strongly disagree	1357	37.5
No response provided	623	17.2
Total	3622	100%

- d) Keeping a 30mph speed limit on the main roads will encourage drivers to stay on the main road network and discourage rat running in side/residential roads

Responses to Statement	Number	Percentage
Strongly Agree	468	12.9
Agree	825	22.8
Neither agree nor disagree	597	16.5
Disagree	517	14.3
Strongly disagree	591	16.3
No response provided	624	17.2
Total	3622	100%

- e) With a 20mph speed limit in place, as a driver I would drive more slowly than I do at present.

Responses to Statement	Number	Percentage
Strongly Agree	289	8
Agree	855	23.6
Neither agree nor disagree	893	24.7
Disagree	406	11.2
Strongly disagree	504	13.9
No response provided	675	18.6
Total	3622	100%

3.2.2. This section reports the comments received from those from within the community engagement area.

Comments/concern regarding	Total
	(Number)
Increased environmental pollution	191
The 20mph speed limit will not/cannot be enforced or the scheme will/must be enforced for it to be worthwhile	127
Increased journey times	133
Increased congestion	159
Scheme is a waste of money and should be spent on improving other services	152
Scheme is so that council can generate more money	56
Scheme will make the roads more dangerous	69
Scheme may/will lead to more incidents of road rage	45
It would be better to educate pedestrians/cyclists how to use the road safely	23

3.2.3. **Results analysis and officer recommendations.**

From the results presented in Table 1A, 2A, 3A, the households that took part in the community engagement submitted that traffic currently travels too fast in their street, and a 20mph speed limit will make the roads safer, reduce accidents/severity of injuries and improve the environment for residents and other road users. The responses given in relation to question 4 of the community engagement questionnaire, shows that the majority support the council proposal to lower the speed limit in the area. This is given in table 4A in section 3.2 of the report.

3.2.4. The analysis of the responses to the statement *(a) A 20mph speed limit will encourage me to walk more*, shows that 11.2% of respondents from within the community engagement area either strongly agreed or agreed that the council proposal will encourage them to walk more whilst 55.3% strongly disagreed or disagreed that the proposal would result them in walking more. It is worthy of note that in response to the question *'Do you think that a 20 mph speed limit will improve the environment for residents and people who use the streets?*, 52.5% have answered 'yes' compared to 43.6% that answered 'no'.

From these statistics, it can be inferred that whilst on a personal level walking may not be a viable option for various reasons, the vast majority do believe that the environment for residents and other road users would improve.

3.2.5. The analysis of the responses to the statement *(b) 'A 20mph speed limit will encourage me to cycle'*, shows that 12% of respondents from within the community engagement area either strongly agreed or agreed that the council proposal will encourage them to cycle whilst 58.6% strongly disagreed or disagreed that the proposal would result them in cycling. Again it is useful to note that whilst the majority of respondents support the 20mph proposal, it can

be inferred that this is because of the safety aspects which the proposal would bring and not necessarily that it would result in them cycling.

- 3.2.6. The analysis of the responses to the statement *(c) I would support a 20mph limit on busy main roads (eg high streets)*, shows that only 19.2% of respondents from within the community engagement area would support a lowering of the maximum 20mph speed limit on busy roads such as high streets. This is significantly lower than the support for the proposal in residential roads only which was at 50.5% as shown in Table 4A (section 3.2 of this report). This is an interesting comparison and warrants that the council considers carefully whether or not to extend the 20mph speed limit to main roads in the future.
- 3.2.7. The analysis of the responses to the statement *(d) Keeping a 30mph speed limit on the main roads will encourage drivers to stay on the main road network and discourage rat running in side/residential roads'*, reveals that 35.7% of respondents from within the community engagement area believe that by keeping the maximum 20mph speed limit to the residential road network only (as proposed), will provide incentive to drivers to travel on the main roads and thereby discourage rat running in residential roads. In contrast 30.6% of respondents did not agree that the proposal would discourage rat running in residential roads.
- 3.2.8. The analysis of the responses to the statement *(e) With a 20mph speed limit in place, as a driver I would drive more slowly than I do at present*, shows that 31.6% of respondents from within the community engagement area agree that with the lowering of the maximum speed limit they would drive more slowly whilst 25.1% disagreed that this would make them drive any slower than at present. It is encouraging that 31.6% of respondents would drive more slowly without the need for specific enforcement. Officers believe that over time more and more drivers will respect the new speed limit.
- 3.2.9. A total of 2239 responses from within the community engagement area were found to contain additional comments. These have been read and considered carefully by officers. In order to provide a snapshot of what the general view is, recurring comments have been grouped together and presented in the table given in section 3.2.2 of this report. Although the comments have not been grouped in the sense whether the respondent had either supported the main proposal or not, officers did note that with the exception of concern over 'enforcement', all other issues of concern given in the table at 3.2.2, were in the main, from those that did not support the 20mph speed limit proposal.
- 3.2.10. As stated within the Cabinet report dated 16 March 2015 and subsequent literature produced for the community engagement associated with this project, officers have considered responses from within the community engagement area when making the recommendation.
- 3.2.11. Given the above analysis, the officer recommendation is to proceed with a Statutory Consultation.

4. FINANCIAL AND RISK ASSESSMENT CONSIDERATIONS

4.1

1. Revenue and Capital consequences of report recommendations

	Current year	Medium Term Financial Strategy – 3 year forecast		
	2016/17 £'000	2017/18 £'000	2018/19 £'000	2019/20 £'000
Revenue available				
Budget				
Expenditure				
Income				
Effect of decision from report				
Expenditure				
Income				
Remaining budget				
Capital available				
Budget	300			
Expenditure				
Effect of decision from report	300			
Expenditure				
Remaining budget	0	0	0	0

2. The effect of the decision

This scheme is funded by Transport for London (TfL) from the Council's 2016/2017 Local Implementation Plan allocation. A decision to proceed will result in that allocation being spent partially or wholly, subject to successful outcome of surveys.

3. Risks

There is a risk that if the current scheme for north-east Croydon area is not agreed to proceed, the allocated £300,000 may not be fully spent. Any unspent monies will need to be reallocated to other highways projects or returned to TfL.

4. Options

The only alternative option is to do nothing should this recommendation not proceed.

5. Future savings/efficiencies

Although there will be no direct savings and efficiencies as a result of this scheme there may be indirect savings within the Council and with partner organisations if casualty rates are reduced as a result of implementation.

Approved by: Zulf Darr, Interim Head of Finance, Place & Resources

5. COMMENTS OF THE COUNCIL SOLICITOR AND MONITORING OFFICER

- 5.1 The Council Solicitor comments that the community engagement detailed above is not a formal consultation. Rather, if the recommendations above are approved, on giving public notice of the intention to make a Traffic Management Order (TMO), the Council will need to consider all representations received prior to determining whether the TMO will be made.
- 5.2 In considering the responses to formal consultation the decision maker may, as a matter of principle, choose to proceed with the proposal or not, and the decision would not be irrational, so long as:-
- There has been proper and fair consultation;
 - All relevant and no irrelevant matters are considered;
 - The decision takes into account the Council's Public Sector Equality Duty.
-
- 5.3 As local authority and Highway Authority for the roads within the Borough, the Council has the power under s84 of the Road Traffic Regulation Act 1984 ("the 1994 Act") to make TMO's imposing a 20 mph speed limit. Section 89 of the 1994 Act makes it an offence for the driver of a vehicle to exceed the speed limit imposed under s84.
- 5.4 The Council has a duty under s122 of the 1984 Act to exercise its functions (including setting speed limits) to "secure the expeditious, convenient and safe movement of vehicular and other traffic...". Factors that it must have particular regard to are: (a) maintaining access to premises; (b) effect on amenities in the area; (c) facilitating the passage of public service vehicles; (d) and other relevant matters. There are also strict requirements on the Council over the erection and maintenance of speed limit signs as set out in the Traffic Signs Regulations and General Directions 2016 which must be complied with. This is particularly important if enforcement action is to be undertaken and convictions for speed offences are to be upheld.

Approved by: Gabriel MacGregor, Acting Council Solicitor and Monitoring Officer.

6. HUMAN RESOURCES IMPACT

- 6.1 There are no human resources implications arising from this report

Approved by: Adrian Prescod, HR Business Partner, for and on behalf of Director of HR, Resources department.

7. EQUALITIES IMPACT

- 7.1 The Council is proposing the introduction Croydon Area Wide 20mph Speed Limits to improve road safety through a reduction in the number of injury collisions, to encourage walking and cycling, thus making a positive contribution to improving health and tackling obesity, improving accessibility, reducing congestion, improving the local environment, improving the quality of life for all groups (including those that share a protected characteristic) and strengthening community cohesion.

- 7.2 The proposal is likely to improve conditions for all the protected groups and has the potential to ease community severance by aiding the development of healthy and sustainable places and communities. In reducing the perception of road danger the scheme should enable the protected groups to make more and better use of their local streets
- 7.3 The proposal is likely to benefit in particular, certain groups that share a "protected characteristic such as people with a disability, older people and children in providing additional road safety (as pedestrians), whilst in comparison the more able pedestrians would benefit to a lesser degree.
- 7.4 An initial equalities impact assessment has been carried out on this proposal and it is considered that a full assessment is not necessary at this stage, as the changes are likely to benefit a number of groups that share a "protected characteristic" as detailed in the initial assessment. However the scheme if implemented should be monitored as it progresses and if any negative impact on the protected groups is identified, the Council will look to address them.

8. ENVIRONMENTAL IMPACT

- 8.1 Road casualty reduction is a Public Health priority. It is anticipated that the reduction in speed limits to 20mph in residential and commercial areas will help to reduce collisions and the severity of the outcome of some collisions. It is estimated that over 95% of pedestrians involved in a collision at 20mph survive, compared with only 80% at 30mph (ROSPA factsheet). A review of the impact of introducing 20mph zones in London over a twenty year period (Grundy et al 2009) demonstrated a reduction in road casualties particularly amongst young children. It is likely that the scheme will support people to choose more physically active lifestyles by opting to make healthier active travel choices such as walking and cycling which in turn will help to reduce emissions and improve air quality by reducing congestion.

9. CRIME AND DISORDER REDUCTION IMPACT

- 9.1 There are no direct implications arising from the proposals.

10. REASONS FOR RECOMMENDATIONS/PROPOSED DECISION

- 10.1 The proposed scheme should assist the Council in encouraging more sustainable transport use such as walking and cycling by reducing vehicle speeds and improving safety and the perception that the streets are safer and more user friendly. Any modal shift to more sustainable transport achieved as a result of the wider implementation of 20mph speed limits will also assist in improving air quality and reducing carbon emissions contributing to the Council's objectives

11. OPTIONS CONSIDERED AND REJECTED

- 11.1 A 20mph zone was considered for the area, however this was rejected on the grounds of high cost because a zone must be self-enforcing, which would require extensive traffic calming features.

CONTACT OFFICER: Mike Barton-Service Manager Highway Improvement. x61977.
Waheed Alam-Traffic &Highways Engineer x52831

BACKGROUND PAPERS -

- 1) *Cabinet Committee report dated 16 March 2015.*

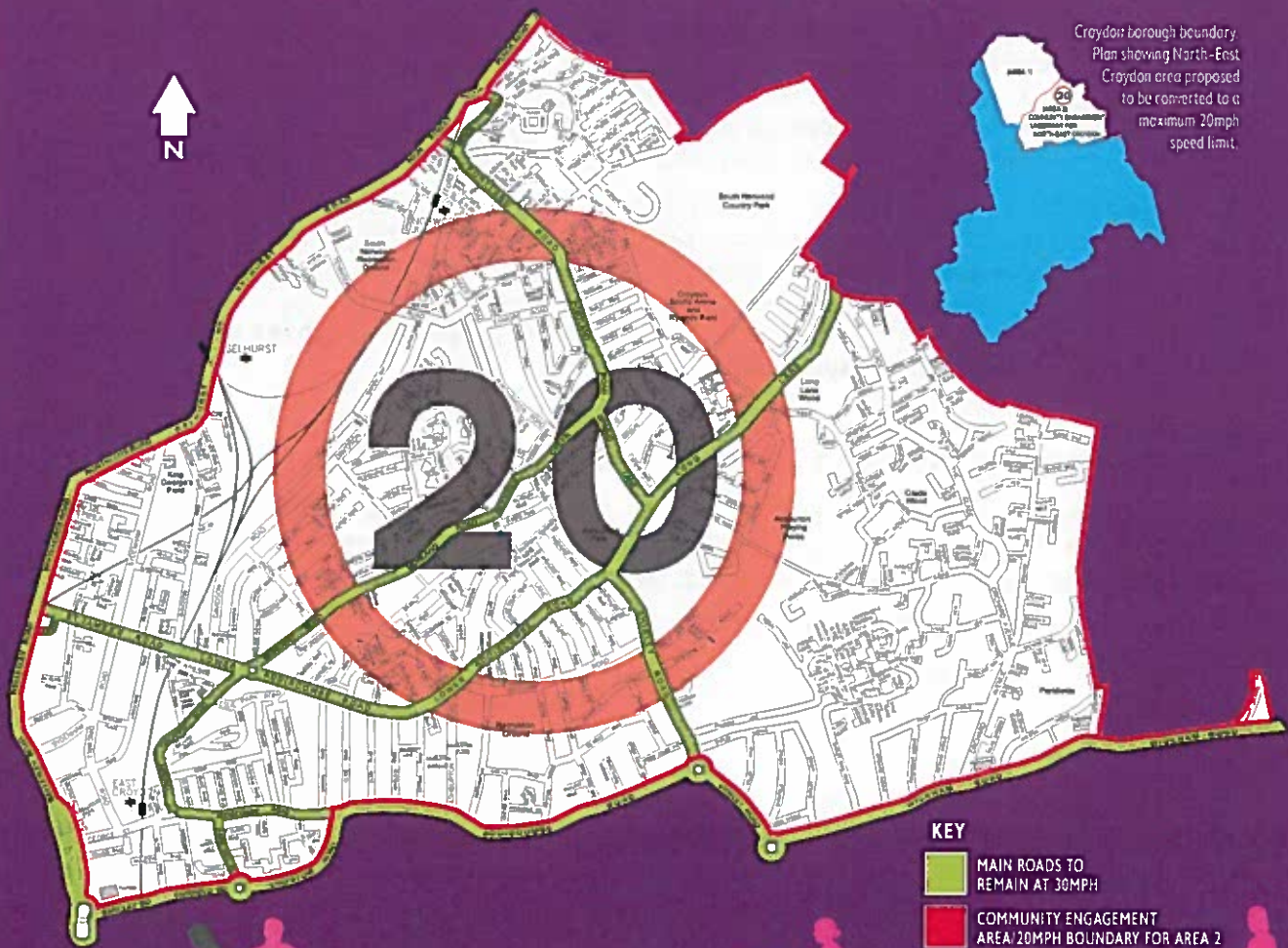
Appendix A

(north-east Croydon- Community Engagment newsletter sent to all properties in the affected area)

NORTH-EAST CROYDON (AREA 2)

20mph in residential roads? Have your say!

Croydon Council is proposing a speed limit of 20mph on residential roads in your area – main roads will remain at 30mph. Slower roads are safer roads – help us make your neighbourhood a safer place for everyone. Croydon will do this only if there is enough support, so it is important that you complete the survey by **20 May 2016**. For more details access the Area 2 proposal page from www.croydon.gov.uk/20mph.



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Appendix A

(north-east Croydon- Community Engagement newsletter sent to all properties in the affected area)

North-East Croydon (Area 2) Maximum 20mph speed limit proposal NEWSLETTER



This newsletter is to make you aware of a council proposal to introduce a 20mph speed limit in the north-east Croydon area, if supported by its residents and businesses. We are keen to find out whether you agree that this potential change would be beneficial in various ways, most fundamental of which we believe, would be the improvement in road safety for all users. The council has placed a community engagement (CE) questionnaire online which we encourage you to fill in and give us your views by **20 May 2016**.

We have placed the scheme information (frequently asked questions) online, which we recommend you read before filling out the questionnaire. The FAQs and questionnaire for north-east Croydon can be accessed by visiting www.croydon.gov.uk/20mph and clicking the link to take you to the Area 2 proposal page. While we would prefer that you read the FAQs and fill out the questionnaire online, if you require a paper copy of the documents or need them in another language, please contact Waheed Alam on **020 8726 6000** ext. **52831** or email waheed.alam@croydon.gov.uk.

Why we want to introduce 20mph speed limits in Croydon

Research and evidence has demonstrated clear benefits from lowering speed limits in residential areas. In line with this, over the past decade, an increasing number of highway authorities have proceeded to implement 20mph speed limits within their boundaries.

The main aims of the introduction of a 20mph speed limit in an area are to:

- improve road safety; in 2014, there were 1,114 recorded casualties on Croydon roads;
- encourage walking and cycling; and
- improve the local environment.

The highway in residential areas is considered to have a wide range of functions, in addition to the movement of traffic. These streets should be a pleasant and safe place for people to walk, meet and socialise. A reduction in traffic speeds should help to encourage the use of the streets for all these functions.

Appendix A

(north-east Croydon- Community Engagement newsletter sent to all properties in the affected area)

NORTH-EAST CROYDON (AREA 2) MAXIMUM 20MPH SPEED LIMIT PROPOSAL | NEWSLETTER

Background

In March 2015, the council started work on a three-year plan to engage with residents and businesses to see if they support the idea of a 20mph speed limit on residential roads in and around their area. To do this, last year the council divided the borough into five areas and started the engagement process with residents and businesses for the first area – north Croydon.

Of those that responded, the majority were in agreement for a lower speed limit in the residential roads across north Croydon. This, together with the other information which respondents provided, was sufficient for the council to continue the proposal to the statutory consultation stage which was launched in November 2015. Following the completion of the statutory consultation, the council's traffic management advisory committee, in February 2016, recommended that the proposal be approved by the cabinet member for transport and environment. Approval was subsequently granted and implementation is now due to be completed over forthcoming months. The details on the north Croydon scheme can be found by visiting www.croydon.gov.uk/20mph and clicking the link to take you to the Area 1 proposal page. The council is now repeating these steps for the next area – north-east Croydon.

The proposal for north-east Croydon and why your opinion matters

Please refer to the map provided for the north-east Croydon area (the second of the five areas). The proposal is to lower the speed limit to 20mph for all roads other than the main roads which are shown in green on the attached plan, private roads, housing estate roads, and Monks Orchard Road. The council does not have powers to change the speed limit on certain highways, such as privately owned roads or sections around a housing estate which are not maintainable at public expense (unadopted highway). No traffic-calming measures, such as speed bumps, form part of this proposal.

The process of obtaining the views from those in the affected area is referred to as the community engagement, which is the first of a two-stage proposal-approval process. This first stage is an informal mechanism by which residents and businesses can tell us what they think about current traffic speeds on their road, and whether they believe that a lower speed limit will help to make the roads safer, improve the environment or impact them in other ways.

We are especially interested in finding out whether you support the proposal. The responses we receive will be analysed and an officer report will be put together, detailing what the overall community view is regarding the various questions asked. The executive director will consider all the information and make a decision whether or not the proposal should move to stage two – a statutory consultation. The statutory consultation is a mandatory requirement which must also be carried successfully before the proposal can actually be implemented. It is worth noting that although the final approval and implementation of the proposal is actually dependent on the success of the statutory consultation, the statutory consultation itself will take place only if the response from the community engagement is found to be favourable, so it is really important to have your voice heard and complete the questionnaire.

Appendix A

(north-east Croydon- Community Engagement newsletter sent to all properties in the affected area)

NORTH-EAST CROYDON (AREA 2) MAXIMUM 20MPH SPEED LIMIT PROPOSAL | NEWSLETTER

Who can take part in the community engagement?

Please refer to the map provided. All who live or have a business in the area bounded by the red line are eligible to take part and give us their views on this proposal. Properties situated on the outer boundary roads but on the side that the red line is shown are also eligible to take part in this CE.

What happens next?

The following is an approximate timeline showing the dates by which we expect the various stages of the scheme to have been completed. Progress updates on this project will be posted online on the Area 2 proposal page.

- Community engagement period ends on 20 May 2016. Paper copies received by post will continue to be accepted until Monday 23 May 2016.
- 30 June 2016 – CE questionnaires analysed and decision made by the executive director of Place on whether the proposal should proceed or be dropped.

In the event the above decision is to continue with the proposal and proceed with a statutory consultation, the following steps will follow.

- July/August 2016 – statutory consultation period; a statutory consultation is the period in which members of the public can object to the proposal.
- October 2016 – an officer report relating to objections received during the statutory consultation will be prepared and considered by the traffic management advisory committee (TMAC). Final decision will be made by cabinet member following the consideration of the officer report and objections. In effect, this is a second point in the approvals process, which could result in the proposal being dropped.

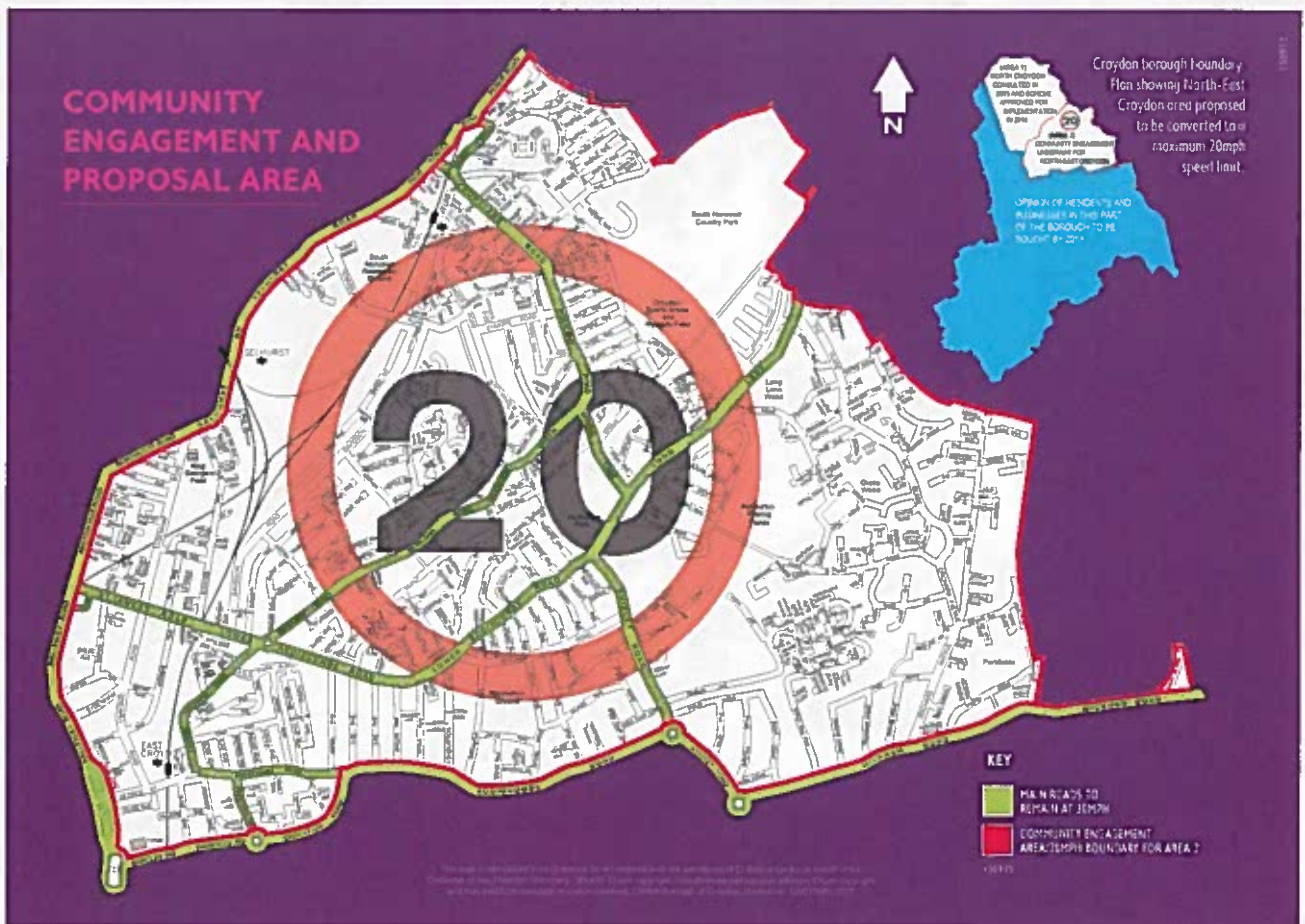
Assuming the decision following the TMAC meeting is to proceed with implementation.

- November-March 2017 – scheme implementation.

If you have questions about any issues raised in this letter, please contact Waheed Alam on **020 8726 6000** ext.**52831** or email **waheed.alam@croydon.gov.uk**



Appendix A
 (north-east Croydon- Community Engagement newsletter sent to all properties in the affected area)



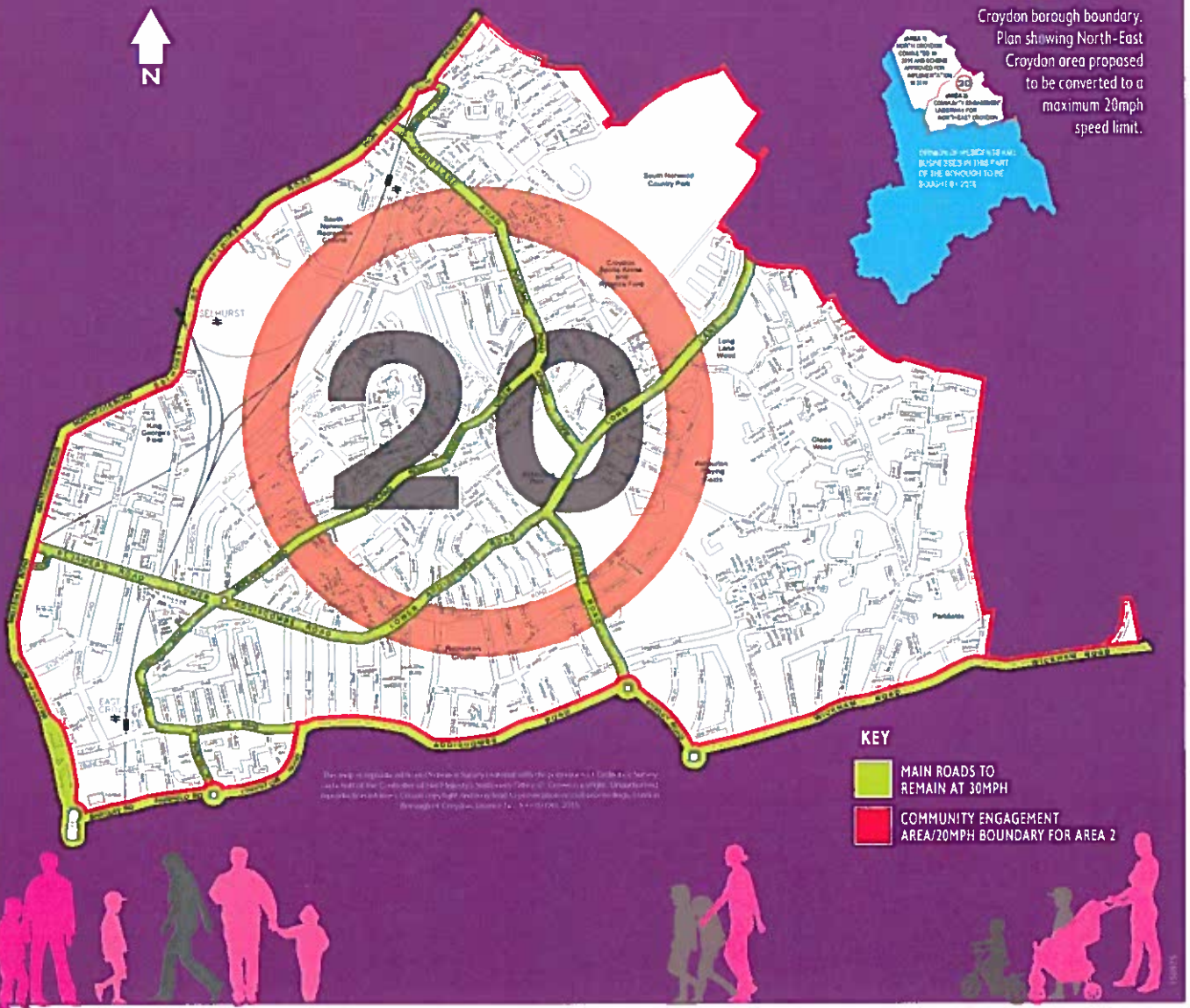
NORTH-EAST CROYDON (AREA 2)

20mph? Have your say!

The north-east Croydon area shown below could soon have
a maximum 20mph speed limit.

If you are a resident or a business in this area, read more about this proposal
on the Area 2 proposal page accessible from www.croydon.gov.uk/20mph.

Deadline for giving your response is **20 May 2016**. Paper copies of the
information are available upon request, these can be made available in other
languages by calling **020 8726 6000 (ext. 52831)**



Appendix C

(north-east Croydon- Community Engagment questionnaire)

North-East Croydon (Area 2) Maximum 20mph speed limit proposal QUESTIONNAIRE



We would like to know how the proposals would impact you. Please use the space below to tell us. We regret that we will not be able to get back to individual respondents.

This questionnaire is open only to residents, businesses and organisations that fall within the Engagement Area (shown on the map) and explained in answers to questions 3 and 4 of the accompanying frequently asked questions (FAQ) booklet.

You must provide your name and full address, which we will use to ensure that responses only from eligible participants are considered. If we can't verify these details, we will not include your response in the results. Your personal details will not be used for anything other than for verifying your eligibility to participate in this community engagement.

The responses will be analysed by the council to inform its decision regarding the maximum 20mph proposal and will be published in an anonymised form.

Responses must be received no later than **20 May 2016**. You can return your response in the prepaid envelope provided, or write to:

Highways Improvements Team (6C), Bernard Weatherill House
8 Mint Walk, Croydon CR0 1EA

Title, first name and surname:	Business/organisation name (if applicable):
Property or flat number: Road name:	Full postcode:

Please ensure you have read and understood the full proposal before answering the questions. The information in the accompanying newsletter together with the provided FAQ booklet should provide sufficient information to understand the full proposal. If, however, you have questions or need this information in another language, please contact Waheed Alam on **020 8726 6000** ext **52831** or email waheed.alam@croymail.gov.uk.



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Appendix C

(north-east Croydon- Community Engagement questionnaire)

Section 1

For each of the following questions please indicate your preference by ticking the appropriate box.

Do you think traffic travels too fast on your street?

YES NO UNSURE

Do you think that a 20mph speed limit will make roads safer (especially for people who have difficulty crossing the road, or who have impaired mobility) by helping to reduce accidents and the severity of collisions in those roads?

YES NO UNSURE

Do you think that a 20 mph speed limit will improve the environment for residents and people who use the streets?

YES NO UNSURE

Do you support the proposal to lower the speed limit to 20mph for the residential roads shown in the plan? *NOTE: Roads shown in green are to remain as 30mph (see FAQ number 5 and the plan provided in the FAQ booklet)*

YES NO UNSURE



Section 2

For each of the following statements, please indicate the extent to which you agree or disagree, by circling one response.

a) A 20mph speed limit will encourage me to walk more.

Strongly disagree **Disagree** **Neither agree nor disagree** **Agree** **Strongly agree**

b) A 20mph speed limit will encourage me to cycle.

Strongly disagree **Disagree** **Neither agree nor disagree** **Agree** **Strongly agree**

c) I would support a 20mph limit on busy main roads (eg, high streets).

Strongly disagree **Disagree** **Neither agree nor disagree** **Agree** **Strongly agree**

d) Keeping a 30mph speed limit on the main roads will encourage drivers to stay on the main road network and discourage rat running in side/residential roads.

Strongly Disagree **Disagree** **Neither agree nor disagree** **Agree** **Strongly agree**

e) With a 20mph speed limit in place, as a driver I would drive more slowly than I do at present.

Strongly disagree **Disagree** **Neither agree nor disagree** **Agree** **Strongly agree**



North-East Croydon (Area 2) Maximum 20mph speed limit proposal

FREQUENTLY ASKED QUESTIONS (FAQS)



Appendix D (north-east Croydon- Community Engagement FAQ's)

COMMUNITY ENGAGEMENT AND PROPOSAL AREA



Croydon borough boundary.
Plan showing North-East
Croydon area proposed
to be converted to a
maximum 20mph
speed limit.

AREA 1)
NORTH-CROYDON
COMMUNITY ENGAGEMENT
APPROVED FOR
IMPLEMENTATION
IN 2018

AREA 2)
COMMUNITY ENGAGEMENT
UNDERWAY FOR
NORTH-EAST CROYDON

OPINION OF RESIDENTS AND
BUSINESSES IN THIS PART
OF THE BOROUGH TO BE
SOUGHT BY 2018



KEY

- MAIN ROADS TO REMAIN AT 30MPH
- COMMUNITY ENGAGEMENT AREA/20MPH BOUNDARY FOR AREA 2

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Appendix D (north-east Croydon- Community Engagement FAQ's)

CONTENTS

1. What is the proposal for north-east Croydon about and how did it originate?
2. What is this community engagement about and why is it necessary?
3. Who can take part in this 'community engagement'?
4. Are residents/businesses on the boundary roads such as Wickham Road, Addiscombe Road, Whitehorse Road, etc, included in the community engagement area?
5. Which roads are included in the proposed 20mph speed limit for north-east Croydon?
6. What are: a statutory consultation, and a Traffic Management Order?
7. How will my view count?
8. Is north-east Croydon the first area in the borough being considered for this proposal?
9. What was the response from the first area and what approval process did the council follow?
10. What will be the approval process for the north-east Croydon maximum 20mph proposal?
11. My household is very much in favour/against the proposal. Can all members fill in their own questionnaire to have more influence on the outcome?
12. The questionnaire asks whether I support the proposal for the residential roads in the area. Does this mean that the responses from residents/businesses will be used to decide for the whole of Area 2 as shown in the mapping?
13. Why is Croydon excluding part of the road network (main roads) from the proposed 20mph speed limit?
14. What are you doing to address safety of schools on the main road network?
15. Is it safer to drive at 20mph?
16. What are the accident statistics for Croydon in 2014?
17. Will there be fewer collisions/casualties as a result of the scheme?
18. How much will it cost, and is it worth it?
19. Is this scheme being funded from council tax revenue?
20. Do the proposals include any physical traffic-calming measures, such as speed humps?
21. What if traffic speeds do not reduce?
22. Will the council measure the before and after speeds on various roads in the area?
23. Will the lower speed limit affect my journey time?
24. Will parking be affected by this proposal?
25. Will there be more signage in my street?
26. Who will enforce the new speed limit?
27. Is the scheme being used to generate revenue for the council?
28. Are other boroughs considering 20mph speed limits?

Appendix D

(north-east Croydon- Community Engagement FAQ's)

NORTH-EAST CROYDON AREA-WIDE 20MPH SPEED LIMIT | FREQUENTLY ASKED QUESTIONS

1. What is the proposal for north-east Croydon about and how did it originate?

The proposal is to introduce a 20mph speed limit on the residential roads across the north-east part of Croydon (see map provided on the inside cover of this FAQ booklet). Not all roads within the area would see the speed limit changed to 20mph. See the answer to question 5 for more details.

This proposal is part of the current administration's manifesto commitment and is in line with the council's overall objective to make our roads safer and more pleasant, which, in turn, will encourage safer sustainable modes of transport, such as walking and cycling.

2. What is this community engagement about and why is it necessary?

The council is engaging with residents and businesses (the community) in the north-east of the borough to find out what they think of current traffic speeds on their road, and whether they believe that a lower speed limit will help to make the roads safer and/or improve their environment. We are especially interested in finding out whether you support the proposal. The responses we receive will be analysed and an officer report will be put together that will detail what the overall community view is regarding the various questions asked. The executive director will consider all the information and make a decision as to whether the proposal should move to stage two, ie, a statutory consultation. (See question 6 for details regarding a statutory consultation). It should be noted that the 'community engagement' will likely lead to one of the following decisions:

- 1) Drop the scheme proposal for north-east Croydon because the responses did not support continuing with the scheme.
- 2) Proceed with the statutory consultation (next stage) because responses show that sufficient people believe traffic speeds are too fast and a maximum speed of 20mph in residential roads will help make them safer and/or improve the environment.

The statutory consultation is a mandatory requirement which must also be carried out successfully before the proposal can actually be implemented.

3. Who can take part in this 'community engagement'?

Please see the map provided on the inside cover of this FAQ booklet. Businesses/organisations and members of the public who live within the area bounded by the red line are eligible to take part and give us their views on this proposal. See question 4 to see which residents and businesses on the outer boundary roads are also eligible to take part in this community engagement.

4. Are residents/businesses on the boundary roads, such as Wickham Road, Addiscombe Road, Whitehorse Road, etc, included in the community engagement area?

To understand this, please refer to the mapping provided on the inside cover of this FAQ booklet and note that only one side of the outer boundary roads is included in the community engagement area, the side being that marked by the red line on the mapping.

Residents/businesses situated on Penge Road; High Street, South Norwood; Selhurst Road, Northcote Road and Whitehorse Road which are excluded from this engagement were allowed to give their views, last year, on the maximum 20mph proposal for the north Croydon area.

Those residents/businesses situated on the boundary roads, (Wellesley Road, Barclay Road, Fairfield Road, Addiscombe Road, Shirley Road and Wickham Road) but are excluded from the current community engagement for north-east Croydon, will be included in the community engagement when carried out for Areas 4 and 5 in the future.

Appendix D (north-east Croydon- Community Engagment FAQ's)

NORTH-EAST CROYDON AREA-WIDE 20MPH SPEED LIMIT | FREQUENTLY ASKED QUESTIONS

5. Which roads are included in the proposed 20mph speed limit for north-east Croydon?

Please see the plan of the proposal given in the FAQ booklet. All roads shown in the plan are proposed to have a 20mph speed limit with the exception of Transport for London (TfL) red routes, classified borough A roads, Morland Road, Woodside Green, Orchard Way (the section within London borough of Bromley), Monks Orchard Road, private roads in the area and housing estate roads. The council does not have powers to change the speed limit on certain highways, such as privately owned roads or sections around a housing estate which are not maintainable at public expense (unadopted highway).

6. What are: a statutory consultation, and a Traffic Management Order?

A statutory consultation is the mandatory process set out in law which must be followed before the local authority can set local rules on traffic matters. A statutory consultation is often preceded by an informal consultation/community engagement although this is not always the case, as it is not a legal requirement. The statutory consultation process involves the publication of a Public Notice that contains the details of what is being proposed in the form of a document called a Traffic Management Order (TMO). The notice invites all members of the public who wish to object to the TMO to do so within a set period of time. During a statutory consultation, any person wishing to object to the proposal can do so by providing valid reasons for their objection. The council has a duty to consider all objections and address those which are considered material before it can confirm the TMO as having taken effect. The statutory consultation for this scheme is also referred to as 'stage 2' in this FAQ document.

Note: The statutory consultation (stage 2 of the proposal approvals process) for this scheme will happen only if, in light of the current community engagement (stage 1), the executive director agrees that the scheme carries with it benefits for the community and support from the respondents

7. How will my view count?

Whether you choose to support or not support the proposal, your view is going to play an important part in determining how the council proceeds following the community engagement. See questions 2, 10, 11 and 12 to see how we will consider your response and why it is important you have your say

8. Is north-east Croydon the first area in the borough being considered for this proposal?

No, north-east Croydon is the second area (of a total of five areas covering the entire borough) with which the council is now engaging to seek public opinion on the 20mph speed limit proposal. We aim to have sought opinion for a 20mph speed limit on residential roads from the remainder three areas by 2018. It has been necessary to consider Croydon's maximum 20mph proposal on an area-by-area basis as the borough is too large and has too few existing 20 mph roads to attempt to consider the whole of Croydon in one year.

9. What was the response from the first area and what approval process did the council follow?



Appendix D (north-east Croydon- Community Engagement FAQ's)

NORTH-EAST CROYDON AREA-WIDE 20MPH SPEED LIMIT | FREQUENTLY ASKED QUESTIONS

In the summer of 2015, the council carried out a similar engagement with residents and businesses in north Croydon to see what their views were and how the proposal, if proceeded with, would impact them. It was important to know whether the residents and businesses supported the proposal for their area. Following the completion of the opinion survey, officers put together a results report detailing all the responses. The majority of respondents voted in favour of the lower speed limit for the residential roads in their area and, given that many had agreed that the scheme would likely carry with it substantial benefits to them on a personal level and the area in general, the council agreed to proceed with the statutory consultation, which was then completed in December 2015. In February 2016, the council's traffic management and advisory committee approved the scheme for implementation. Officers are now preparing the final detail drawings for the north Croydon 20mph speed limit and anticipate that the installation of necessary signage will be completed over the summer of 2016.

10. What will be the approval process for the north-east Croydon 20mph proposal?

The approval process for north-east Croydon (Area 2) will be the same as that previously used for north Croydon (Area 1). See question 9 for brief details on what was done for north Croydon (Area 1). The stage 1 process – ie, community engagement – was started on 6 April 2016, and the opportunity for residents/businesses within the north-east Croydon area to respond by is 20 May 2016. If there is sufficient support from those that give us their view (see question 2 for the support we will look for), the council will likely proceed with the statutory consultation later this year. Any objections received in response to the statutory consultation at the time will be carefully considered by officers who will produce a report of recommendations for the council's traffic management advisory committee (TMAC) to consider. The committee will then make its own recommendations to the cabinet member for environment and transport who will take the final decision on whether to proceed with implementation of the scheme. If the scheme is approved at that stage, implementation could be completed before Christmas 2016.

11. My household is very much in favour/against the proposal. Can all members fill in their own questionnaire to have more influence on the outcome?

We encourage views from all those in the engagement area; however, in order to ensure that all households in the north-east Croydon area have the same level of influence on whether the scheme proceeds to stage 2 (statutory consultation), the council will consider your household's majority view when compiling the final result to this community engagement. We consider this a fairer way as it restricts households with more adults from heavily weighing in favour or against. This approach is consistent with that used for the previous community engagement/opinion survey carried out for north-croydon (Area 1). The following scenarios explain how multiple responses from the same household, to each of the questions in section 1 of the engagement questionnaire, will be analysed and reported.

If there is more than one Yes vote, with an equivalent number of No votes from the same property to a question in section 1, it will be included as one Yes and one No vote in the final result.

In instances where the number of Yes votes or No votes received from a property are unequal, the Yes or No vote (depending on whichever is the greater), will be added as one vote for that question in the final result.

Where a number of only Yes votes or only No votes from the same property are received in response to a question in section 1, it will be added as either one Yes or one No in the final result.

The above analysis technique will apply only to multiple responses from the same household in relation to section one of the questionnaire. For responses in relation to the second section of the questionnaire, all responses from a household will form the make-up of the final result for that section.

Appendix D (north-east Croydon- Community Engagement FAQ's)

NORTH-EAST CROYDON AREA-WIDE 20MPH SPEED LIMIT | FREQUENTLY ASKED QUESTIONS

12. The questionnaire asks whether I support the proposal for the residential roads in the area. Does this mean that the responses from residents/businesses will be used to decide for the whole of Area 2 as shown in the map?

Yes. Your response, together with all others received from the engagement area and the subsequent officer report, will be used to determine whether a statutory consultation (stage 2) is initiated for north-east Croydon. We will use your household's response and include it as a collective view of the area to determine the level of support for the area as a whole.

13. Why is Croydon excluding part of the road network (main roads) from the proposed 20mph speed limit?

We believe that maintaining a higher maximum speed limit on the main road network is important to encourage drivers not to rat run through residential roads. By retaining the current speed limit on the main road network, little would have to be changed in terms of signal timings of main junctions and in turn have minimal effect on journey times.

In the 2015 opinion survey (community engagement) which was carried out for north Croydon (Area 1), 51% of respondents agreed that keeping a 30mph on the main roads would help to reduce rat running in side streets, compared to 28% of respondents who disagreed with this. The remaining 21% of respondents were not sure, or provided no answer.

14. What are you doing to address safety of schools on the main road network?

The council supports the widely accepted concept that drivers must take extra care around schools, and has previously implemented localised 20mph speed limits/zones around schools. In 2015, the council trialled the use of a timed 20mph speed limit which applies only during school start and finish times. The cost of such electronic signage is relatively expensive when compared to the standard speed limit signs and therefore reserved for exceptional situations. If the 20mph speed limit for north-east Croydon is supported by residents and businesses, and is subsequently approved, the council will have two options to treat locations such as Woodside Primary School, situated on Morland Road. The council would consider:

- 1) making the stretch of Morland Road in the vicinity of the school part of the permanent 20mph zone for north-east Croydon; or
- 2) making use of the electronic signage (which would then be redundant) from outside St Thomas Becket Primary School, in Birchanger Road, and Monks Orchard School, The Glade, and create a timed 20mph speed limit for Woodside Primary School and other schools with a similar scenario.

For ease of reference, the mapping provided in the FAQs does not show this level of detail and simply shows the full length of Morland Road to retain the existing 30mph. These details will be shown in the Public Notices relating to the draft Traffic Management Order.



Appendix D (north-east Croydon- Community Engagment FAQ's)

NORTH-EAST CROYDON AREA-WIDE 20MPH SPEED LIMIT | FREQUENTLY ASKED QUESTIONS

15. Is it safer to drive at 20mph?

Yes. According to the Royal Society for Prevention of Accidents (RoSPA), if a pedestrian is hit by a vehicle travelling at 20mph there is a 2.5% chance that they will be fatally injured, compared to a 20% chance at 30mph. Slower speeds not only reduce the severity of injuries, but also the chance of a collision (road traffic accident) occurring, as people have more time to react, based on significantly reduced stopping distances – the stopping distance for a car at 20mph is 12 metres, while at 30mph it is 23 metres.

16. What are the accident statistics for Croydon in 2014?

There were a total of 978 accidents which resulted in 1,114 casualties. The casualties were broken down as follows:

Pedestrians = 243

Cyclists = 96

Powered two wheelers = 180

Cars = 500

All other vehicles (taxi, bus, goods, etc) = 95

17. Will there be fewer collisions/casualties as a result of the scheme?

That is what we expect. Research by the Department for Transport (DfT) shows that a 1mph reduction in speed results in a 6% reduction in collisions, so even a modest reduction of 1mph average speed would theoretically result in 59 fewer collisions a year in the whole of Croydon (based on 978 collisions for 2014). As the 20mph speed limit does not include the A road network, the actual reduction in accidents is likely to be lower than the theoretical 59. On the other hand, however, if the actual reduction of speed is greater than 1%, the reduction in accidents could be even higher. In Portsmouth, vehicles slowed on average by 1.3mph and collisions reduced by 21% following the implementation of their area-wide 20mph speed limit.

18. How much will it cost and is it worth it?

In order to consider the maximum 20mph proposal for the whole of Croydon, it was necessary to split the borough into five approximately equal areas with each being considered in turn. It is estimated that each area will cost approximately £300,000 to implement. Assuming that all areas in the borough will support the proposal, to cover the whole borough the cost will be in the region of £1.5 million. Taking the average cost of a collision as £68,320 (DfT, 2010), the cost of covering the full borough, approximately equals the cost which would be associated with just 22 accidents.

There are also significant financial savings (eg, costs to the NHS) that will come with the health benefits if more people choose to walk or cycle as a result of the scheme, because these people will have more active life styles. Air quality will also improve if there are fewer vehicles on these roads. There are, however, no cashable benefits to the council where implemented. This new approach will be much more cost efficient over time than the previous programme of rolling out 20mph zones and limits in a small number of streets at a time due to economies of scale.



Appendix D (north-east Croydon- Community Engagment FAQ's)

NORTH-EAST CROYDON AREA-WIDE 20MPH SPEED LIMIT | FREQUENTLY ASKED QUESTIONS

19. Is this scheme being funded from council tax revenue?

No, this is a Transport for London (TfL) grant available to all London councils to carry out road safety improvements.

20. Do the proposals include any physical traffic-calming measures, such as speed humps?

No traffic calming is required to lower the maximum speed limit to 20mph. Although traffic calming is effective in slowing drivers, it is expensive to install and maintain and should, therefore, be considered only where it is found that speeds have not dropped to a desirable/acceptable level. For these reasons, Croydon Council is not proposing physical features as part of this scheme; however, it may in the future consider traffic calming measures if speed continues to be a problem and they are requested by the community. If speed humps are necessary at specific locations, consultations will be carried out in the normal way as part of a new and separate proposal. Existing speed humps will not be removed as part of any 20mph speed limit implementation.

21. What if traffic speeds do not reduce?

Given that many studies where similar schemes have been implemented have shown a reduction, there is every reason to believe that a similar impact would be found here. However, if speeds do not reduce to an acceptable level, there would be two options:

- 1) enforcement by the police; or
- 2) targeted physical traffic calming in future years.

It is likely that not everyone will drive within the 20mph limit from the outset, but, over time, compliance will increase. The Croydon area-wide limit is in line with those implemented by other boroughs, and is expected to achieve a similar reduction in speeds. Over time, if more areas change to 20mph, this will bring about a culture change making it socially unacceptable to drive at speeds greater than 20mph in residential roads, just as drink-driving or not wearing a seat belt currently are.

22. Will the council measure the before and after speeds on various roads in the area?

The council will collect existing speed data on various roads within the area before any change to the speed limit is made. If, following the community engagement and subsequent statutory consultation, the 20mph speed limit is implemented, the council will repeat the collection of speed data on the same roads for comparison purposes. See question 26, which relates to enforcement of the new speed limit.

23. Will the lower speed limit affect my journey time?

Journey time is dependent on a number of factors. Important among those factors is the actual legal speed at which a driver is allowed to travel. Generally, side roads/residential roads are a means of access to reach the main road network. Side roads are not designed for through-traffic, and rat running is generally objectionable and unsafe for residents. If one considers the extra delay to be just for the part of the journey enabling one to get back onto the 30mph road network, the delay would hardly be noticeable.

However, in reality there are many other factors to take account of and there is no mathematical formula which can provide an accurate prediction, as traffic conditions vary all the time. Generally, the council accepts there will be some change but the extent can be known only once a scheme is in place. The disadvantage to drivers is considered to be far outweighed by the road safety benefits. The increase in journey time is also expected to be small.

Appendix D (north-east Croydon- Community Engagment FAQ's)

24. Will parking be affected by this proposal?

Parking will not be affected by the proposed change in the speed limit.

25. Will there be more signage in my street?

There will be some additional signage resulting from the scheme; however, in addition to being kept to the minimum, the installation process will enable the council to look at existing signage and rationalise it. Rationalisation of signage can be achieved in a number of ways, including:

- ensuring that only necessary signage is installed;
- placing two or more signs on a single post rather than individual posts;
- ensuring that where posts are installed, they are positioned so as not to hinder pedestrians by putting them to the back of footways, or near to the kerb, and avoid positioning them in the middle of footways; and
- avoiding the installation of new posts by using existing lamp columns.

The larger signage will be on the main road network where it forms a junction with a side street. Within the residential streets, small circular signs measuring 30cm diameter will be placed on some existing lamp columns. No new posts will be required for these smaller signs which are commonly known as repeater signs. Repeater signs are necessary so as to inform or remind motorists that they are driving in a 20mph area.

26. Who will enforce the new speed limit?

The Metropolitan Police are responsible for enforcing speed limits in London. Due to very limited police resources, enforcement of speeds in residential roads is done only on an ad hoc basis and the same will apply to 20mph speed limits. In the past, enforcement of 20mph speed limits has not been a top priority, however, with the recent change in guidance from the Association of Chief Police Officers (ACPO), the police have become more willing to take enforcement action on 20mph limits.

Croydon Council is not relying solely on enforcement by the police as the solution to ensure drivers respect the new speed limit. Croydon is in the process of undertaking extensive speed surveys in the area before any change is made. Following the proposed changes, the council will repeat these speed surveys at the same locations in order to measure the change in speed achieved and determine general compliance. Where speeds continue to be excessive, the police will target such locations for enforcement and the council may look to introduce physical speed-reducing measures.

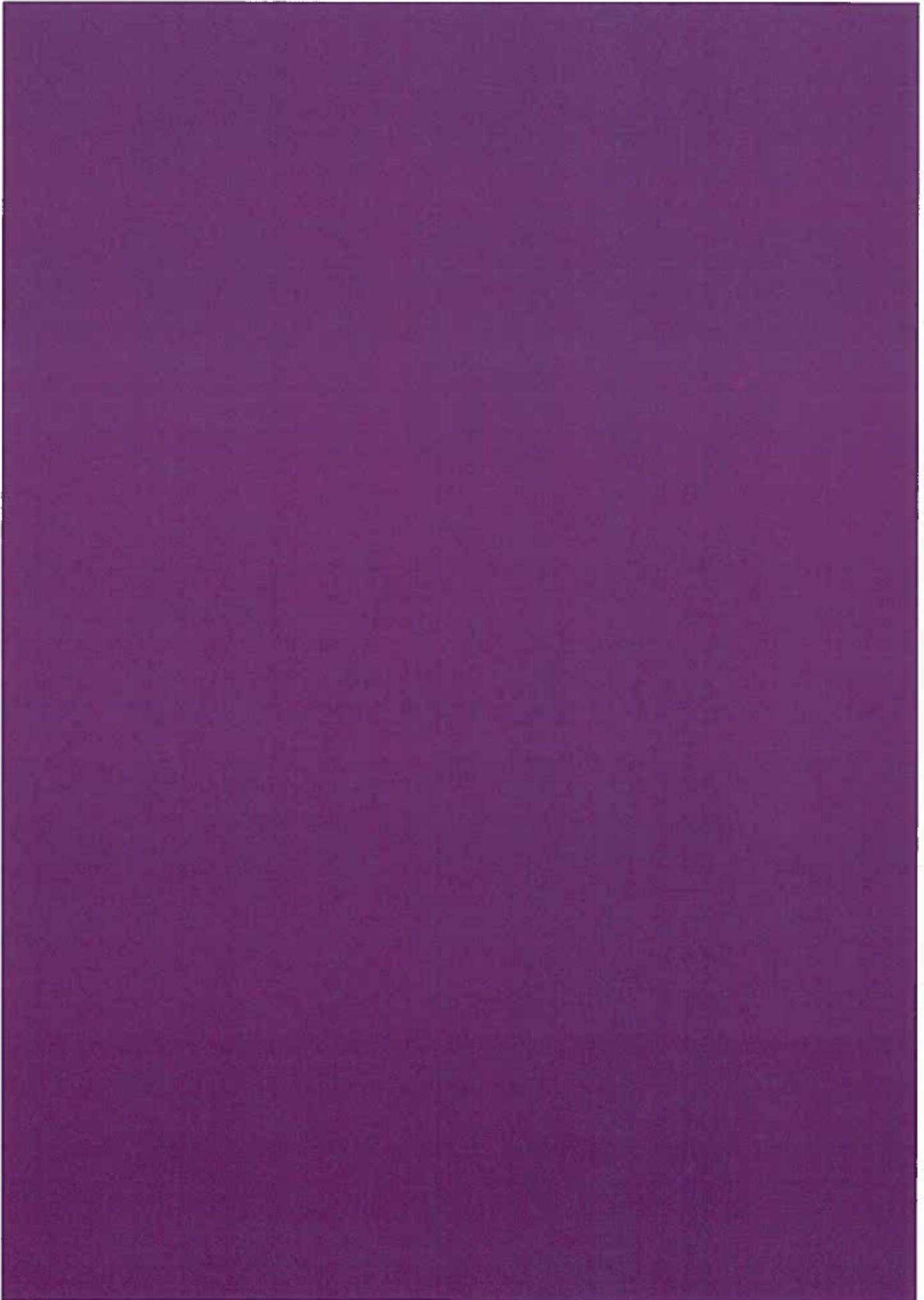
27. Is the scheme being used to generate revenue for the council?

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

28. Are other boroughs considering 20mph speed limits?

Yes. A number of London boroughs have already introduced 20mph limits on their roads; these include Islington, Camden, Southwark and the City of London. Neighbouring boroughs, including Lambeth, Wandsworth and Lewisham are also planning to introduce 20mph limits in the next couple of years. All London boroughs have had a policy and duty to reduce traffic accidents, and the most effective method of achieving this has been by ensuring drivers drive at appropriate speed. Localised 20mph speed limits covering a few roads have been the norm until very recently, however, as this approach is costly and has a limited effect, an increasing number of councils are adopting a 20mph limit borough wide.

Appendix D
(north-east Croydon- Community Engagment FAQ's)



Appendix D
(north-east Croydon- Community Engagment FAQ's)

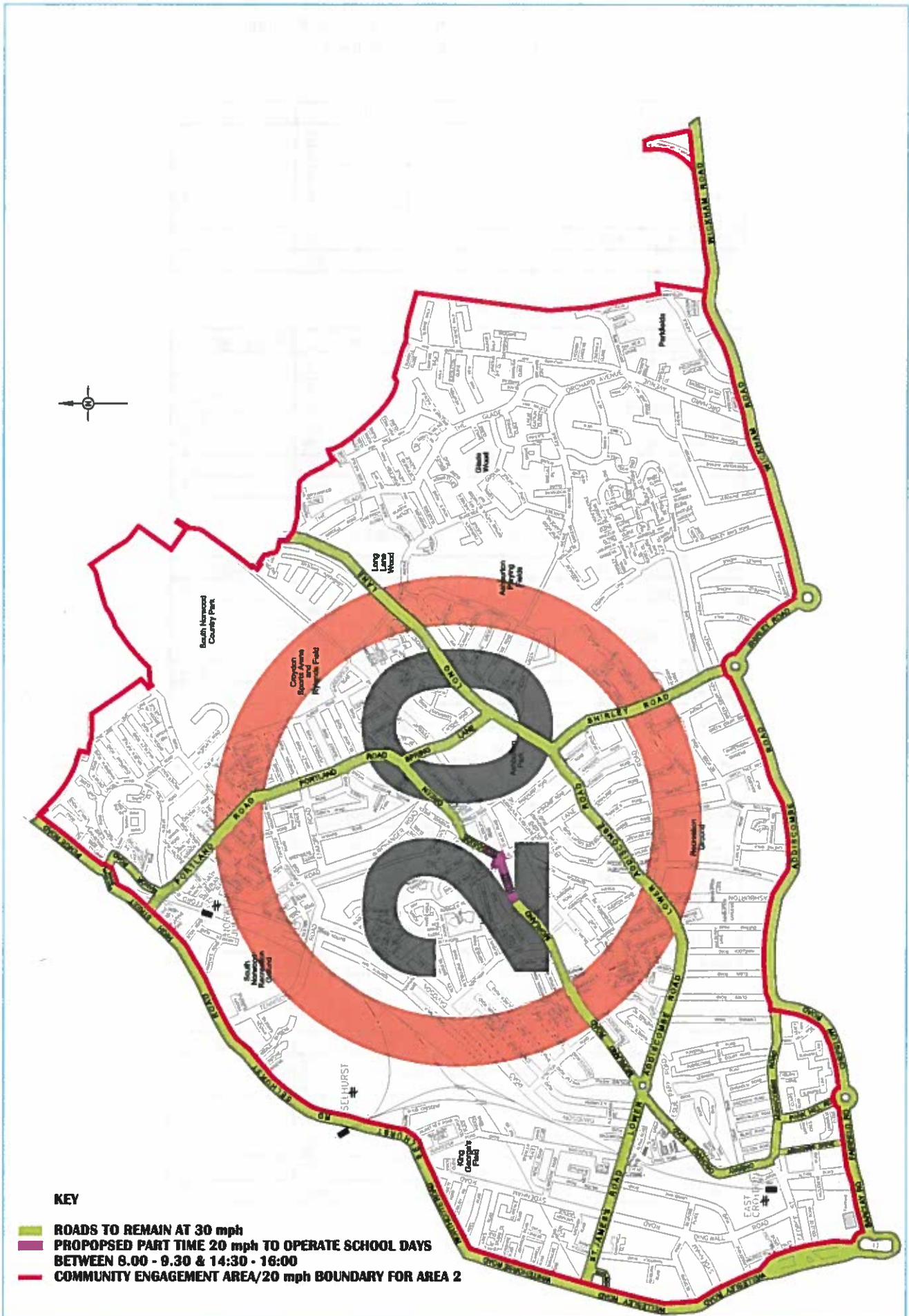


North-East Croydon Area-wide 20mph speed limit
FREQUENTLY ASKED QUESTIONS (FAQS)

If you require this information in an alternative language
please contact Waheed Alam on **020 8726 6000** ext **52831**
or email waheed.alam@croydon.gov.uk

CROYDON
www.croydon.gov.uk

Appendix E
 (north-east Croydon updated proposal for Statutory Consultation
 Drawing number HWY/20MPH/1284/01)



KEY

- **ROADS TO REMAIN AT 30 mph**
- **PROPOSED PART TIME 20 mph TO OPERATE SCHOOL DAYS BETWEEN 8.00 - 9.30 & 14:30 - 16:00**
- **COMMUNITY ENGAGEMENT AREA/20 mph BOUNDARY FOR AREA 2**

Appendix F

The below data, presents the statement preferences to the five statements that formed Section 2 of the community engagement questionnaire. Note that these are taken from the responses that were from outside the community engagement area.

- a) A 20mph speed limit will encourage me to walk more.

Responses to Statement	Number	Percentage
Strongly Agree	10	2.6
Agree	31	8.1
Neither agree nor disagree	45	11.8
Disagree	60	15.8
Strongly disagree	178	46.7
No response provided	57	15
Total	381	100

- b) A 20mph speed limit will encourage me to cycle.

Responses to Statement	Number	Percentage
Strongly Agree	19	5
Agree	32	8.4
Neither agree nor disagree	26	6.8
Disagree	48	12.6
Strongly disagree	198	52
No response provided	58	15.2
Total	381	100

- c) I would support a 20mph limit on busy main roads (eg high streets)

Responses to Statement	Number	Percentage
Strongly Agree	40	10.5
Agree	36	9.5
Neither agree nor disagree	19	5
Disagree	53	13.9
Strongly disagree	173	45.4
No response provided	60	15.7
Total	381	100

- d) Keeping a 30mph speed limit on the main roads will encourage drivers to stay on the main road network and discourage rat running in side/residential roads

Responses to Statement	Number	Percentage
Strongly Agree	54	14.2
Agree	77	20.2
Neither agree nor disagree	71	18.6
Disagree	40	10.5
Strongly disagree	78	20.5
No response provided	61	16
Total	381	100

- e) With a 20mph speed limit in place, as a driver I would drive more slowly than I do at present.

Responses to Statement	Number	Percentage
Strongly Agree	17	4.5
Agree	74	19.4
Neither agree nor disagree	89	23.4
Disagree	55	14.4
Strongly disagree	84	22
No response provided	62	16.3
Total	381	100

Appendix G

The below relates to information provided in section 3.1.10 of the report and shows the responses that were not included as part of the results given in Tables A and B of the report. The reasons for their exclusion together with the providers response is given below.

- i) Respondent was from outside the community engagement area. The vote count in response to the four questions in section 1 of the community engagement questionnaire is provided below.

Invalid (Responses from outside CE area)					
	Yes	No	Unsure	No response	Total
Question 1: Do you think traffic travels too fast on your street?	123	228	7	23	381
Question 2: Do you think that a 20mph speed limit will make roads safer (especially for people who have difficulty crossing the road, or who have impaired mobility) by helping to reduce accidents and the severity of collisions in those roads?	114	234	9	24	381
Question 3: Do you think that a 20 mph speed limit will improve the environment for residents and people who use the streets?	105	237	16	23	381
Question 4: Do you support the proposal to lower the speed limit to 20mph for the residential roads shown in the plan?	106	245	5	25	381

- ii) The response address was incomplete / unverifiable = 68.

Invalid (Incomplete address/not verifiable)					
	Yes	No	Unsure	No response	Total
Question 1: Do you think traffic travels too fast on your street?	46	12	3	7	68
Question 2: Do you think that a 20mph speed limit will make roads safer (especially for people who have difficulty crossing the road, or who have impaired mobility) by helping to reduce accidents and the severity of collisions in those roads?	46	10	4	8	68
Question 3: Do you think that a 20 mph speed limit will improve the environment for residents and people who use the streets?	45	11	4	8	68
Question 4: Do you support the proposal to lower the speed limit to 20mph for the residential roads shown in the plan?	47	12	2	7	68

- iii) Respondent did not provide an answer to any of the Questions 1-4 = 77.

