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# North-west, South-east & South-west Croydon 20mph speed limit

FREQUENTLY ASKED QUESTIONS (FAQS)





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## **1. What is the proposal for north-west, south-east and south-west Croydon about and how did it originate?**

The proposal is to introduce a maximum 20mph speed limit on the residential roads across the north-west, south-east and south-west parts of Croydon. Not all roads within the three areas would see the speed limit changed to 20mph. (see the maps provided at the end of these FAQs and also the answer to question 3 for more details).

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

## **2. Under this project, are these the only three areas being considered in Croydon for a 20mph speed limit?**

No, two others have already been considered. 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. The council has previously carried out the statutory consultation for Area one (North Croydon) and Area 2 (North-east Croydon). The first two areas were approved for the maximum 20mph proposal in 2016. The 20mph speed limit in Area 1 was implemented in September 2016 and that for Area 2 is likely to be implemented by March 2017.

The three remaining areas are now being consulted concurrently and will see the conclusion of Croydon's 20mph speed limit proposal under this project.

## **3. Which roads are included in the proposed maximum 20mph speed limit?**

All roads shown in the three plans provided at the end of the FAQs are proposed to have a maximum 20mph speed limit with the exception of those roads shown in green and private roads in the areas.

## **4. 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.

## **5. What are: a statutory consultation, and a Traffic Management Order?**

A statutory consultation is the mandatory process set out by law which must be followed before a local authority can set local rules on traffic matters. 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 Public notice invites all members of the public who wish to object to the TMO to do so within a set period of time. A statutory consultation provides an opportunity to people to object to the proposal by providing material reasons of their objection/s. 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.

## 6. When does the Statutory consultation for areas 3, 4 & 5 close?

The Statutory consultation for the three areas closes on 15 February 2017. All objections received up to this time will be considered before the council takes a decision whether or not the TMO for any/all of the areas should be confirmed.

## 7. 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.

## 8. What are the accident statistics for Croydon in 2015?

There were a total of 896 accidents which resulted in 1,047 casualties.

The casualties were broken down as follows:

Pedestrians = <b>202</b>	Cyclists = <b>104</b>
Powered two wheelers = <b>176</b>	Cars = <b>487</b>
All other vehicles (taxi, bus, goods, etc) = <b>78</b>	

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

Yes, that is what the evidence suggests. According to RoSPA, most pedestrian and pedal cycle accidents happen in built up areas. 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 potentially result in 53 fewer collisions a year in the whole of Croydon (based on 896 collisions for 2015). As the 20mph speed limit does not include the main road network, the actual reduction in accidents might be lower than the theoretical 53. 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.

## 10. How much will it cost and is it worth it?

In order to consider the maximum 20mph proposal for the whole borough, it was necessary to split the borough into five approximately equal areas. It is estimated that each of the three remaining areas three, four and five will cost approximately £290,000 to implement the maximum 20mph proposal. The DfT concludes that the cost on average of one accident is £68,320 (DfT, 2010). Taking this into consideration a saving of just over four accidents/area would cover the scheme cost.

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.



## **11. 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.

## **12. 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.

## **13. 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.

## **14. 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 statutory consultation, the 20mph speed limit is implemented, the council will repeat the collection of speed data on the same roads for comparison purposes.

## **15. 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, 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. 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.

## **16. Will parking be affected by this proposal?**

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

## 17. 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. Very few 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.

## 18. Who will enforce the new speed limit?

The Metropolitan Police are responsible for enforcing speed limits in London. The Police have been clear in their position that their enforcement efforts for a 20mph speed limit will be at the same level as that used to enforce the existing 30mph/ or other speed limits in the borough.

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.

## 19. 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.

## 20. 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 have already or are planning to introduce 20mph limits in their own boroughs. 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.





## North-west, South-east & South-west Croydon 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**  
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