

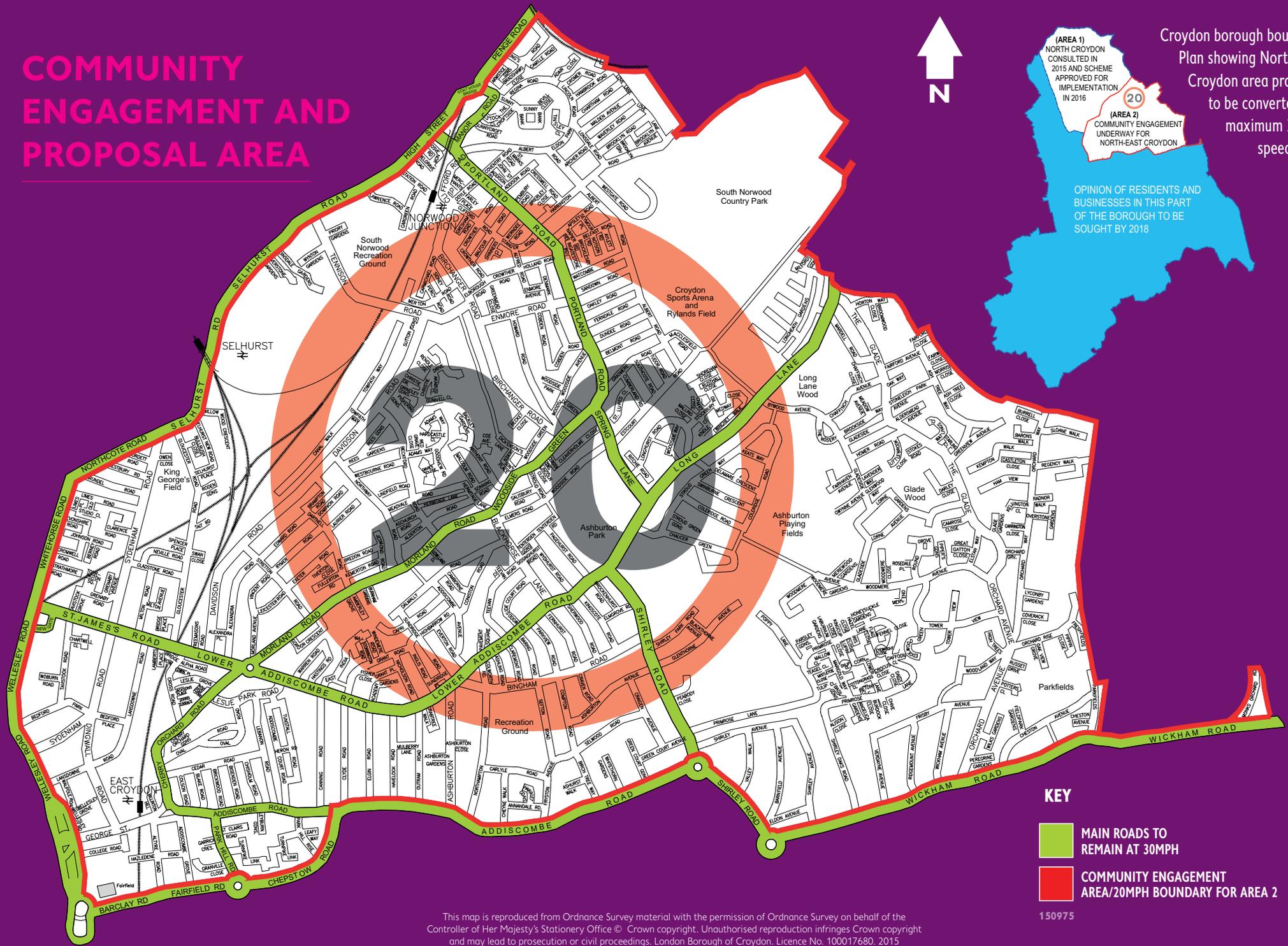


North-East Croydon (Area 2) Maximum 20mph speed limit proposal

FREQUENTLY ASKED QUESTIONS (FAQS)



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 CONSULTED IN 2015 AND SCHEME APPROVED FOR IMPLEMENTATION IN 2016

(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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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.

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.

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.



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.



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.

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.



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

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