

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.

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.

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.

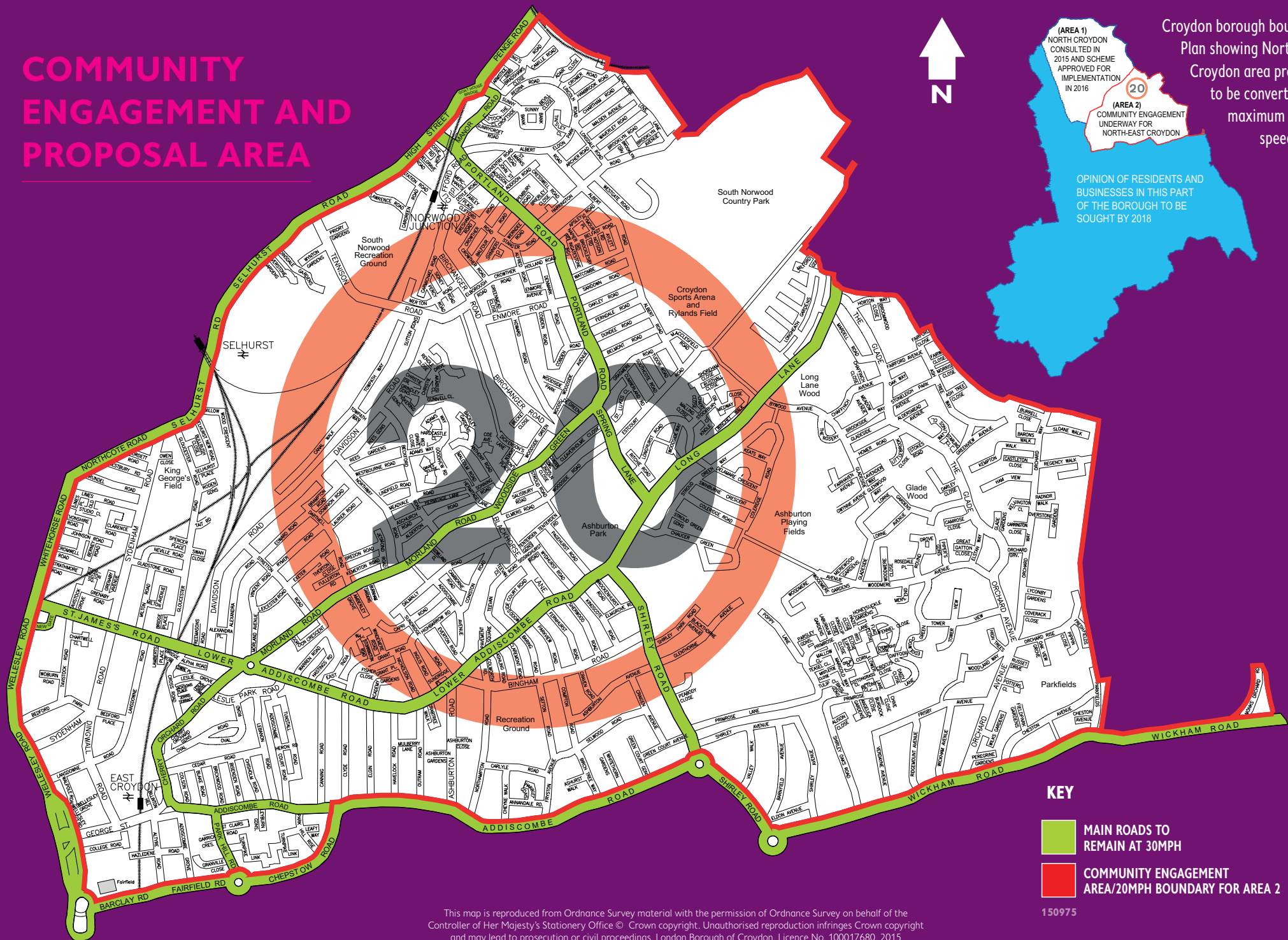
Assuming the decision following the TMAC meeting is to proceed with implementation.

- November-March 2017 – scheme implementation.
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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**



COMMUNITY ENGAGEMENT AND PROPOSAL AREA



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