

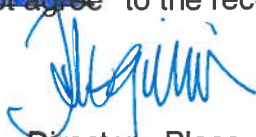
**CROYDON COUNCIL**  
**DEPARTMENT FOR**  
**RECORD OF DELEGATED DECISION**

TITLE	North-Croydon Area-Wide 20mph Speed Limit (Opinion Survey Results)
REFERENCE NO:-	108 DD
SUMMARY [Include all appropriate considerations to the decision]	This report details the results of the recently concluded opinion survey on the council proposal to change the maximum speed limit for the majority of roads in North-Croydon area to 20mph (the proposal) and seek approval to proceed with the statutory consultation. The roads proposed to retain the 30mph speed limit were previously shown in the plan attached to the Cabinet report dated 16 March 2015, minute reference A39/15. The opinion survey was conducted to determine the level of support/opposition within the survey area for the proposal and provide statistical information.
RECOMMENDATIONS	<p>The Executive Director – Place, in consultation with the Cabinet Member for Transport and Environment is requested to consider the results of the opinion survey conducted in respect of the North Croydon maximum 20mph speed limit proposal and:</p> <ul style="list-style-type: none"> <li>• Agree to proceed with the making and publishing of the necessary public notice and Traffic Management Orders (statutory survey) to implement the scheme.</li> <li>• Note and agree that Hogarth Crescent and Windmill Road were mistakenly shown to be part of the proposed 20mph speed limit network, and so during the statutory consultation, these roads will be shown as retaining their maximum speed limit of 30mph.</li> <li>• Note that that any objections received on the giving of public notice together with the results of the opinion survey presented in this paper, will be reported to the Traffic Management Advisory Committee (TMAC)</li> </ul>

	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..
BACKGROUND PAPERS/ CABINET OR COMMITTEE REPORT	Cabinet Committee report dated 16 March 2015.

I agree / ~~do not agree~~\* to the recommendations (\*delete as appropriate)

Signature:-



Title:-Executive Director - Place

Date:-

6.11.15

<b>REPORT TO:</b>	<i>Delegated authority report to Jo Negrini, Executive Director - Place</i>
<b>AGENDA ITEM:</b>	
<b>SUBJECT:</b>	<i>North-Croydon Area-Wide 20mph Speed Limit (Opinion survey Results)</i>
<b>LEAD OFFICER:</b>	Steve Iles Director - Streets
<b>CABINET MEMBER:</b>	Councillor Kathy Bee Cabinet Member for Transport and Environment
<b>WARDS:</b>	South Norwood, Upper Norwood, Selhurst, Bensham Manor, Thornton Heath, Norbury and West Thornton
<p><b>CORPORATE PRIORITY/POLICY CONTEXT:</b></p> <p><b>These projects address the corporate policies adopted in the Corporate Plan 2011-2013 and Croydon’s Draft Community Strategy 2010-2015. This report is in line with objectives to improve road safety for cyclists, and to make sustainable transport more accessible:</b></p> <ul style="list-style-type: none"> <li>• Sustainable City: Facilitating a modal shift to sustainable transport</li> <li>• Connected City: Electric vehicles, cycling and walking facilities</li> <li>• Creative City: Improve arts, sports and recreational facilities</li> <li>• Caring City: Improving health and wellbeing</li> <li>• Croydon cycling Strategy 1998</li> <li>• Biking Borough Report July 2010</li> </ul>	
<p><b>AMBITIOUS FOR CROYDON &amp; WHY ARE WE DOING THIS:</b></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"> <li>• Supporting 20 mph speed limits in residential areas where the communities want them.</li> <li>• Improve safety for cyclists and pedestrians. Ensure that these policy initiatives are embedded within the developing Transport Vision.</li> </ul>	

## **FINANCIAL IMPACT**

The cost of implementing an area-wide 20mph speed limit across North-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 2015/2016.

**KEY DECISION REFERENCE.:** Not a Key Decision

## **1. RECOMMENDATIONS**

The Executive Director – Place, in consultation with the Cabinet Member for Transport and Environment is requested to consider the results of the opinion survey conducted in respect of the North Croydon maximum 20mph speed limit proposal and:

- 1.1 Agree to proceed with the making and publishing of the necessary public notice and Traffic Management Orders (statutory survey) to implement the scheme.
- 1.2 Note and agree that Hogarth Crescent and Windmill Road were mistakenly shown to be part of the proposed 20mph speed limit network, and so during the statutory consultation, these roads will be shown as retaining their maximum speed limit of 30mph.
- 1.3 Note that that any objections received on the giving of public notice together with the results of the opinion survey presented in this paper, 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 opinion survey on the council proposal to change the maximum speed limit for the majority of roads in North-Croydon area to 20mph (the proposal) and seek approval to proceed with the statutory consultation. The roads proposed to retain the 30mph speed limit were previously shown in the plan attached to the Cabinet report dated 16 March 2015, minute reference A39/15. The opinion survey was conducted to determine the level of support/opposition within the survey area for the proposal and provide statistical information.
- 2.2 The Cabinet Member for Transport and Environment has reviewed and considered the results of the opinion survey contained in this report and supports the recommendation. This review took place on 4 November 2015.

### **3. DETAIL**

#### **3.1 OPINION SURVEY METHODOLOGY**

- 3.1.1. Following the approval of Cabinet (Min.A39/15) on 16 March 2015, officers carried out an opinion survey with all residents and businesses, within the agreed survey boundary, on the proposal to lower the maximum speed limit for the majority of roads in North-Croydon area to 20mph. The opinion survey was undertaken in accordance with the methodology presented in the aforementioned Cabinet report and in subsequent information material used for providing information to respondents. The survey was made available to the public online and was also available as a paper copy.
- 3.1.2. In order to publicise the survey as widely as possible, officers put up publicising material on lamp columns in every street throughout the survey area. Whilst the online questionnaire was made live on Monday 11 May 2015 through the webpage [www.croydon.gov.uk/20mph](http://www.croydon.gov.uk/20mph), the task of putting up publicising material within the area took a little longer and was completed on Wednesday 13 May.
- 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. As a reminder for residents to complete the survey before the 24<sup>th</sup> June deadline, a leaflet drop was also made to all properties in the affected area.
- 3.1.4. On 23 June 2015, the survey closed at around midnight (24 hours earlier than that actually intended and previously communicated to residents). This problem came to light on the morning of 24<sup>th</sup> June 2015 following which the online survey was immediately reopened. As there had been some 10 hours during which the survey had been made unavailable, a decision was made in conjunction with the Cabinet Member that the survey should remain open for a further 24 hours. All online responses logged by Survey Monkey up until 00:15 on Friday 26 June 2015 have been considered in the results. All paper copies of the opinion survey received up until close of play on 26 June 2015 have also been considered.
- 3.1.5. Officers are therefore satisfied that the opinion survey responses considered for the purposes of this report fully reflect the returns made.
- 3.1.6. It should be noted that the result presented in Table-A was analysed by considering responses in accordance with the methodology which had been laid out in the 'Cabinet report 16 March 2015' prior to the start of the Opinion survey, most important of which was:
- responses from within the 'Opinion seeking area' will be considered when determining whether or not to proceed to the next stage of the project.
  - 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 vote 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 Table-A.

- 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 vote 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.

Responses which are not counted in Table-A because they were treated under one of the above scenarios have been included separately in Table-B.

3.1.7. In the analysis of the six statement preferences forming Question 2 of the questionnaire (statements given below), all responses received from within the survey area have been considered and included in section 3.2.3 of this report. A further breakdown of this result is given in the data included as part of Appendix A which show the same statement preference result but based upon whether the respondent supported or did not support the lowering of the maximum speed limit to 20mph for the North-Croydon area.

Question 2: For each of the following statements please indicate whether you agree/disagree or neither agree nor disagree with them.

- a) A 20mph speed limit will encourage me to walk more.
- b) A 20mph speed limit will encourage me to cycle.
- c) A 20mph speed limit will help to reduce accidents and the severity of collisions in those roads.
- d) I would support a 20mph limit on busy main roads (e.g. high streets)
- e) 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.
- f) With a 20mph speed limit in place, as a driver I would drive more slowly.

3.1.8. In analysing the additional comments information provided by respondents from within the survey area, common recurring concerns/comments were identified and have been presented in section 3.2.4. of this report. Appendix B presents this same data but based upon whether or not the comment/concern was from a respondent that had or had not shown support for the lowering of the speed limit in the North-Croydon area.

**Note:** The analysis of the data as explained in section 3.1.7 and 3.1.8 above was done for all returns 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.

3.1.9. Other than the responses received and included in Tables A and B, a further 912 responses were received and have been placed in one of the following categories:

- i) Respondent was from outside the survey area.

- ii) Respondent did not provide an answer to Question 1 i.e. whether or not they support the proposal to lower the speed limit to 20mph for the area/roads shown in the plan?
- iii) The returned response address was illegible.
- iv) The addresses could not be verified for reasons such as road name did not match the post code, property number not included as part of address or other address fields were only partly filled etc.

Details of the above responses are provided as part of Appendix C together with statistical information regarding responses themselves. Although none of these responses formed part of the results given in Tables A and B some analysis has been carried out in relation to responses which were identified to be from outside the survey area. This is provided for information only within Appendix C.

3.1.10. Appendices D and E provides the response results to the statement preferences of question 2 and the additional comments section of the questionnaire as collated from those identified to be from those outside the 'Survey area'.

### 3.2 RESULTS

*Question 1: Do you support the proposal to lower the speed limit to 20mph for the area/roads shown in the plan?*

TABLE-A (Responses to Question 1 from within Survey area)

<b>Response</b>	<b>Number</b>	<b>%</b>
Yes	1218	52.5%
No	1076	46.4%
Don't Know	26	1.1%
<b>TOTAL</b>	<b>2320</b>	<b>100%</b>

3.2.1. 289 multiple responses from 139 properties within the survey area were received to question 1. As per the methodology detailed in 3.1.6, 139 of these responses have been included in the results presented in Table-A. Table-B gives a breakdown of the remaining 150 multiple responses to question 1.

TABLE-B (Responses to Question 1 from within Survey area)

<b>Duplicate Response</b> (The below numbers are not included in the result shown in Table-A)	<b>Number</b>	<b>%</b>
Yes	89	59.33%
No	60	40.00%
Don't Know	1	0.67%
<b>TOTAL</b>	<b>150</b>	<b>100%</b>

3.2.2. The above presents the result to Question 1. The results have been compiled by analysing the responses in accordance with the methodology described in the answers to the questions 10 and 11 of the FAQ booklet and detail provided in section 3.1.6 above.



3.2.3. The below data presents the statement preferences to the six statements that formed question 2. Note that these are taken from the responses that were from within the survey area only.

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

Responses to Statement	Number	Percentage
Agree with statement	500	20.31
Disagree with statement	1384	56.21
Neither agree nor disagree with statement	447	18.16
No response provided	131	5.32
<b>Total</b>	<b>2462</b>	<b>100</b>

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

Responses to Statement	Number	Percentage
Agree with statement	528	21.45
Disagree with statement	1456	59.14
Neither agree nor disagree with statement	342	13.89
No response provided	136	5.52
<b>Total</b>	<b>2462</b>	<b>100</b>

c) A 20mph speed limit will help to reduce accidents and the severity of collisions in those roads

Responses to Statement	Number	Percentage
Agree with statement	1222	49.64
Disagree with statement	859	34.89
Neither agree nor disagree with statement	249	10.11
No response provided	132	5.36
<b>Total</b>	<b>2462</b>	<b>100</b>

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

Responses to Statement	Number	Percentage
Agree with statement	754	30.63
Disagree with statement	1350	54.83
Neither agree nor disagree with statement	223	9.06
No response provided	135	5.48
<b>Total</b>	<b>2462</b>	<b>100</b>

e) 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
Agree with statement	1266	51.42
Disagree with statement	686	27.87
Neither agree nor disagree with statement	376	15.27
No response provided	134	5.44
<b>Total</b>	<b>2462</b>	<b>100</b>

f) With a 20mph speed limit in place, as a driver I would drive more slowly.

Responses to Statement	Number	Percentage
Agree with statement	1242	50.45
Disagree with statement	546	22.18
Neither agree nor disagree with statement	536	21.77
No response provided	138	5.61
<b>Total</b>	<b>2462</b>	<b>100</b>

3.2.4. This section reports the comments received from those from within the survey area.

Comments/concern regarding	Total
	(Number)
Increased environmental pollution	177
Enforcement	233
Increased journey times	156
Increased congestion	189
Scheme is a waste of money and should be spent on improving other services	116
Scheme is so that council can generate more money	89
Scheme will make the roads more dangerous	64
Scheme may/will lead to more incidents of road rage	80
It would be better to educate pedestrians/cyclists how to use the road safely	26

3.2.5. A number of comments were also received that the council should leave more of the network as a 30mph such as Grange Road, Green Lane, Norbury Avenue etc.

3.2.6. Other concerns were around issues such as increased fuel consumption (leading to greater air pollution), damage to cars from driving at 20mph (cars not designed to drive at this speed).

3.2.7. **Results analysis and Officer recommendations.**

3.2.8. The result presented in Table A shows that 52.5% of respondents from within the 'opinion seeking survey' area, support the council proposal, 46.4% oppose it and 1.1% were undecided.

3.2.9. The analysis of the statement preference (a) show that 20.31% of respondents from within the survey area shows that the council proposal will encourage them to walk more whilst 56.21% did not believe that this would necessarily result them in walking more. Officers believe that with an increase in walking of 20.31% will lead to a healthier lifestyle and supports the council ambitions to make Croydon a sustainable, connected and caring city.

3.2.10. Results to statement (b) shows that 21.45% of respondents from within the survey area shows that the council proposal will encourage them to cycle whilst 59.14% did not believe that the proposal will necessarily encourage them to cycle. Officers believe that with an increase in cycling of 21.45% will lead to a healthier lifestyle and supports the council ambitions to make Croydon a sustainable, connected and caring city.

- 3.2.11. Results to statement preference (c) show that, 49.64% of respondents from within the survey area believe that the council proposal will help to reduce road accidents and the severity of collisions that may occur, whilst 34.89% do not share this view. Officers believe that a reduction in accidents and their severity is highly likely and research by Department of Transport supports the view that a lower speed limit carries these benefits. Officers believe that a reduction in accidents and their severity will help towards Croydon's policy in showing that this is a caring city.
- 3.2.12. Statement preference (d) shows that only 30.63% of respondents from within the survey area would support a lowering of the maximum 20mph speed limit on busy roads such as high streets whilst support for reducing the speed limit on residential roads was at 52.5%. 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.
- 3.2.13. Statement preference (e) reveals that 51.42% of respondents from within the survey 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.
- 3.2.14. Statement preference (f) shows that 50.45% of respondents from within the survey area agree that with the lowering of the maximum speed limit they would drive more slowly whilst 22.18% disagreed that this would influence their choice of speed. The remainder 27.38% were either undecided or did not provide a response. It is encouraging that 50.45% 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. The Police have shown willingness to enforce the new speed limit at a level similar to their level of enforcement of the current 30mph speed limit.
- 3.2.15. The analysis given in sections 3.2.9 to 3.2.14 reports the statement preference percentages from all respondents within the 'opinion seeking area'. Appendix A contains the same statement preference data analysis but in more depth by reporting the percentages for each of the statements but based on whether or not the respondent had or had not shown support for the lowering of the maximum speed limit to 20mph. Interestingly it is noted from Appendix A data that when considering the statement preferences from those that supported the lowering of the 20mph speed limit a corresponding higher level of agreement to each of the statements is also found. Likewise, for those that disagreed with the lowering of the speed limit to 20mph, a corresponding higher level of disagreement is shown for each of the statements. This shows that a large number of respondents may have chosen their statement preference based on whether or not they supported or do not support the council proposal to lower the maximum speed limit to 20mph.

- 3.2.16. In analysing the additional comments received from respondents within the 'opinion seeking survey area', a similar trend is observed in that those that supported the lowering of the 20mph speed limit were a lot less concerned over issues such as a possible increase in environmental pollution, enforcement of the proposed limit or journey times etc. This in-depth analysis is presented in Appendix B whilst the overall result is given at section 3.2.4 of this report. Although respondents have raised these potential issues officers believe that the majority if not all issues raised are simply perceived and the overall benefits from lowering of the speed limit will far outweigh any dis-benefit.
- 3.2.17. As stated within the Cabinet report dated 16 March 2015 and subsequent literature produced for the opinion survey associated with this project, officers have considered responses from within the survey area when making the recommendation.
- 3.2.18. Appendices C, D, E contains data which relates to responses from outside the 'opinion seeking survey' area. Data in Appendix C (responses from outside the 'opinion seeking survey area only), shows that 387 households have shown support for lowering the speed limit compared to 368 which are against it. Although only a small majority, it is noted that support for the proposal is also shown from the responses that were received from outside the area. Statement preferences and additional comments information from those outside the 'opinion seeking area' is contained in Appendices D and E.
- 3.2.19. 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		
	2015/16	2016/17	2017/18	2018/19
	£'000	£'000	£'000	£'000
<b>Revenue available</b>				
Expenditure				
Income				
<b>Effect of decision from report</b>				
Expenditure				
Income				
<b>Remaining budget</b>				
<b>Capital available</b>	300			
Expenditure				
<b>Effect of decision from report</b>	300			
Expenditure				
<b>Remaining budget</b>	0	0	0	0

#### 2. The effect of the decision

This scheme is funded by Transport for London (TfL) from the Council's 2015/2016 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-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: Dianne Ellender, Head of Finance and Deputy S151 Officer

## **5. COMMENTS OF THE COUNCIL SOLICITOR AND MONITORING OFFICER**

5.1 The Council Solicitor comments that the opinion survey detailed above has not been undertaken as a formal consultation. Rather, if the recommendations above are approved, on giving public notice of the intention to make a Traffic Management Order (TMO) to effect the 20mph zone, the Council will need to consider any representations received prior to determining whether the TMO will be made.

However, process followed and FAQ information accompanying it has sought to ensure that the opinion survey has been undertaken when the proposals are at the formative stage i.e. prior to the notice of the TMO and giving reasons for it.

5.2 In terms of the means used for the opinion survey the Council must also have regard to its public sector equalities duty (PSED).

5.3 In subsequently considering the responses to that survey 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 survey;
- All relevant and no irrelevant matters are considered;
- The decision takes into account the Council's PSED.

5.4 As local authority and Highway Authority for the roads within the Borough, has the power under s84 of the Road Traffic Regulation Act 1984 ("the 1994 Act") the Council may 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.

5.5 The Council also 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 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 2002 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, Head of Corporate Law on behalf of the 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.

## **EQUALITIES IMPACT**

- 6.2 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.
- 6.3 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
- 6.4 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.
- 6.5 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.

## **7. ENVIRONMENTAL IMPACT**

- 7.1 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.

## **8. CRIME AND DISORDER REDUCTION IMPACT**

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

## **9. REASONS FOR RECOMMENDATIONS/PROPOSED DECISION**

- 9.1 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

## **10. OPTIONS CONSIDERED AND REJECTED**

- 10.1 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

The below shows a breakdown of the data presented in section 3.2.3 (question 2 of the questionnaire- statement preferences) from respondents that were from within the survey area and support the proposal to lower the maximum speed limit to 20mph for North-Croydon.

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

Responses to Statement	Number	Percentage
Agree with statement	496	38.10
Disagree with statement	284	21.81
Neither agree nor disagree with statement	401	30.80
No response provided	121	9.29
<b>Total</b>	<b>1302</b>	<b>100</b>

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

Responses to Statement	Number	Percentage
Agree with statement	515	39.55
Disagree with statement	360	27.65
Neither agree nor disagree with statement	301	23.12
No response provided	126	9.68
<b>Total</b>	<b>1302</b>	<b>100</b>

- c) A 20mph speed limit will help to reduce accidents and the severity of collisions in those roads

Responses to Statement	Number	Percentage
Agree with statement	1130	86.79
Disagree with statement	19	1.46
Neither agree nor disagree with statement	31	2.38
No response provided	122	9.37
<b>Total</b>	<b>1302</b>	<b>100</b>

- d) I would support a 20mph limit on busy main roads (e.g. high streets)

Responses to Statement	Number	Percentage
Agree with statement	688	52.84
Disagree with statement	325	24.96
Neither agree nor disagree with statement	166	12.75
No response provided	123	9.45
<b>Total</b>	<b>1302</b>	<b>100</b>

- e) 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
Agree with statement	854	65.59
Disagree with statement	139	10.68
Neither agree nor disagree with statement	185	14.21
No response provided	124	9.52
<b>Total</b>	<b>1302</b>	<b>100</b>

- f) With a 20mph speed limit in place, as a driver I would drive more slowly.

Responses to Statement	Number	Percentage
Agree with statement	993	76.27
Disagree with statement	31	2.38
Neither agree nor disagree with statement	151	11.60
No response provided	127	9.75
<b>Total</b>	<b>1302</b>	<b>100</b>

The below shows a breakdown of the data presented in section 3.2.3 (question 2 of the questionnaire- statement preferences) from respondents that were from within the survey area and **did not support the proposal** to lower the maximum speed limit to 20mph for North-Croydon.

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

Responses to Statement	Number	Percentage
Agree with statement	3	0.26
Disagree with statement	1077	95.06
Neither agree nor disagree with statement	43	3.80
No response provided	10	0.88
<b>Total</b>	<b>1133</b>	<b>100</b>

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

Responses to Statement	Number	Percentage
Agree with statement	11	0.97
Disagree with statement	1074	94.79
Neither agree nor disagree with statement	38	3.36
No response provided	10	0.88
<b>Total</b>	<b>1133</b>	<b>100</b>

- c) A 20mph speed limit will help to reduce accidents and the severity of collisions in those roads.

Responses to Statement	Number	Percentage
Agree with statement	76	6.71
Disagree with statement	835	73.70
Neither agree nor disagree with statement	212	18.71
No response provided	10	0.88
<b>Total</b>	<b>1133</b>	<b>100</b>

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

Responses to Statement	Number	Percentage
Agree with statement	54	4.77
Disagree with statement	1013	89.40
Neither agree nor disagree with statement	54	4.77
No response provided	12	1.06
<b>Total</b>	<b>1133</b>	<b>100</b>

- e) 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
Agree with statement	401	35.39
Disagree with statement	535	47.22
Neither agree nor disagree with statement	187	16.51
No response provided	10	0.88
<b>Total</b>	<b>1133</b>	<b>100</b>

- f) With a 20mph speed limit in place, as a driver I would drive more slowly

Responses to Statement	Number	Percentage
Agree with statement	234	20.65
Disagree with statement	513	45.28
Neither agree nor disagree with statement	375	33.10
No response provided	11	0.97
<b>Total</b>	<b>1133</b>	<b>100</b>

The below shows a breakdown of the data presented in section 3.2.3 (question 2 of the questionnaire- statement preferences) from respondents that were from within the survey area and **were undecided on whether or not to support the proposal** to lower the maximum speed limit to 20mph for North-Croydon.

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

Responses to Statement	Number	Percentage
Agree with statement	1	3.70
Disagree with statement	23	85.19
Neither agree nor disagree with statement	3	11.11
No response provided	0	0.00
<b>Total</b>	<b>27</b>	<b>100</b>

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

Responses to Statement	Number	Percentage
Agree with statement	2	7.41
Disagree with statement	22	81.48
Neither agree nor disagree with statement	3	11.11
No response provided	0	0.00
<b>Total</b>	<b>27</b>	<b>100</b>

- c) A 20mph speed limit will help to reduce accidents and the severity of collisions in those roads

Responses to Statement	Number	Percentage
Agree with statement	16	59.26
Disagree with statement	5	18.52
Neither agree nor disagree with statement	6	22.22
No response provided	0	0.00
<b>Total</b>	<b>27</b>	<b>100</b>

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

Responses to Statement	Number	Percentage
Agree with statement	12	44.44
Disagree with statement	12	44.44
Neither agree nor disagree with statement	3	11.12
No response provided	0	0.00
<b>Total</b>	<b>27</b>	<b>100</b>

- e) 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
Agree with statement	11	40.75
Disagree with statement	12	44.44
Neither agree nor disagree with statement	4	14.81
No response provided	0	0.00
<b>Total</b>	<b>27</b>	<b>100</b>

- f) With a 20mph speed limit in place, as a driver I would drive more slowly

Responses to Statement	Number	Percentage
Agree with statement	15	55.55
Disagree with statement	2	7.41
Neither agree nor disagree with statement	10	37.04
No response provided	0	0.00
<b>Total</b>	<b>27</b>	<b>100</b>

## Appendix B

The below is a breakdown of the data presented in section 3.2.4 of the report. The breakdown distinguishes between those that supported and those that did not support the proposal to lower the maximum speed limit to 20mph for North-Croydon.

Comments/concern regarding	From within survey area and supporting the lower speed limit.	From within survey area and opposing the lower speed limit.	Total
	(Number)	(Number)	(Number)
Increased environmental pollution	21	156	177
Enforcement	99	134	233
Increased journey times	6	150	156
Increased congestion	18	171	189
Scheme is a waste of money and should be spent on improving other services	0	116	116
Scheme is so that council can generate more money	2	87	89
Scheme will make the roads more dangerous	0	64	64
Scheme may/will lead to more incidents of road rage	6	74	80
It would be better to educate pedestrians/cyclists how to use the road safely	0	26	26

## Appendix C

The below relates to information provided in section 3.1.9 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. A breakdown of the reasons for their exclusion is given below.

- i) Respondent was from outside the survey area. The vote count in response to the main proposal is provided under.
  - *'Yes' votes in relation to Question 1 = 387.*
  - *'No' votes in relation to Question 1 = 368.*
  - *'Don't Know' in relation to Question 1 = 8.*
  - *Duplicate response in relation to Question 1 = 1*
  
- ii) Respondent did not provide an answer to Question 1 = 93.
  
- iii) The response address was illegible = 23.

All of these were paper copies, the breakdown of which is as follows:

  - *Yes' votes in relation to Question 1 = 21.*
  - *'No' votes in relation to Question 1 = 0.*
  - *'Don't Know' in relation to Question 1 = 1.*
  - *No answer to Question 1 = 1*
  
- iv) 32 addresses were unverifiable for reasons such as road name did not match the post code, property number not included as part of address or other address fields were only partly filled etc. A breakdown of such responses is as follows:
  - *Yes' votes in relation to Question 1 = 12.*
  - *'No' votes in relation to Question 1 = 17.*
  - *'Don't Know' in relation to Question 1 = 3.*

## Appendix D

The below data presents the statement preferences to the six statements that formed question 2. Note that these are taken from the responses that were from **outside the survey area only**. The below does not include response data from those that did not provide an answer to Question 1 or from responses where the address was unverifiable.

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

Responses to Statement	Number	Percentage
Agree with statement	175	22.38
Disagree with statement	421	53.84
Neither agree nor disagree with statement	134	17.13
No response provided	52	6.65
<b>Total</b>	<b>782</b>	<b>100</b>

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

Responses to Statement	Number	Percentage
Agree with statement	197	25.19
Disagree with statement	436	55.75
Neither agree nor disagree with statement	95	12.15
No response provided	54	6.91
<b>Total</b>	<b>782</b>	<b>100</b>

- c) A 20mph speed limit will help to reduce accidents and the severity of collisions in those roads

Responses to Statement	Number	Percentage
Agree with statement	377	48.21
Disagree with statement	273	34.91
Neither agree nor disagree with statement	81	10.36
No response provided	51	6.52
<b>Total</b>	<b>782</b>	<b>100</b>

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

Responses to Statement	Number	Percentage
Agree with statement	275	35.17
Disagree with statement	406	51.92
Neither agree nor disagree with statement	49	6.26
No response provided	52	6.65
<b>Total</b>	<b>782</b>	<b>100</b>

- e) 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
Agree with statement	382	48.85
Disagree with statement	231	29.54
Neither agree nor disagree with statement	119	15.22
No response provided	50	6.39
<b>Total</b>	<b>782</b>	<b>100</b>

- f) With a 20mph speed limit in place, as a driver I would drive more slowly

Responses to Statement	Number	Percentage
Agree with statement	361	46.16
Disagree with statement	191	24.43
Neither agree nor disagree with statement	177	22.63
No response provided	53	6.78
<b>Total</b>	<b>782</b>	<b>100</b>

Data showing the statement preferences (question 2 of the questionnaire) from respondents that were from **outside the survey area** and **support the proposal** to lower the maximum speed limit to 20mph for North-Croydon.

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

Responses to Statement	Number	Percentage
Agree with statement	172	43.00
Disagree with statement	59	14.75
Neither agree nor disagree with statement	122	30.50
No response provided	47	11.75
<b>Total</b>	<b>400</b>	<b>100</b>

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

Responses to Statement	Number	Percentage
Agree with statement	195	48.75
Disagree with statement	71	17.75
Neither agree nor disagree with statement	85	21.25
No response provided	49	12.25
<b>Total</b>	<b>400</b>	<b>100</b>

- c) A 20mph speed limit will help to reduce accidents and the severity of collisions in those roads

Responses to Statement	Number	Percentage
Agree with statement	343	85.75
Disagree with statement	5	1.25
Neither agree nor disagree with statement	6	1.50
No response provided	46	11.50
<b>Total</b>	<b>400</b>	<b>100</b>

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

Responses to Statement	Number	Percentage
Agree with statement	258	64.50
Disagree with statement	57	14.25
Neither agree nor disagree with statement	38	9.50
No response provided	47	11.75
<b>Total</b>	<b>400</b>	<b>100</b>

- e) 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
Agree with statement	234	58.50
Disagree with statement	60	15.00
Neither agree nor disagree with statement	61	15.25
No response provided	45	11.25
<b>Total</b>	<b>400</b>	<b>100</b>

- f) With a 20mph speed limit in place, as a driver I would drive more slowly

Responses to Statement	Number	Percentage
Agree with statement	284	71.00
Disagree with statement	3	0.75
Neither agree nor disagree with statement	65	16.25
No response provided	48	12.00
<b>Total</b>	<b>400</b>	<b>100</b>

Data showing the statement preferences (question 2 of the questionnaire) from respondents that were from **outside the survey area and did not support the proposal** to lower the maximum speed limit to 20mph for North-Croydon.

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

Responses to Statement	Number	Percentage
Agree with statement	3	0.80
Disagree with statement	357	95.71
Neither agree nor disagree with statement	10	2.69
No response provided	3	0.80
<b>Total</b>	<b>373</b>	<b>100</b>

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

Responses to Statement	Number	Percentage
Agree with statement	2	0.54
Disagree with statement	360	96.52
Neither agree nor disagree with statement	8	2.14
No response provided	3	0.80
<b>Total</b>	<b>373</b>	<b>100</b>

- c) A 20mph speed limit will help to reduce accidents and the severity of collisions in those roads

Responses to Statement	Number	Percentage
Agree with statement	33	8.85
Disagree with statement	268	71.85
Neither agree nor disagree with statement	69	18.50
No response provided	3	0.80
<b>Total</b>	<b>373</b>	<b>100</b>

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

Responses to Statement	Number	Percentage
Agree with statement	17	4.56
Disagree with statement	345	92.49
Neither agree nor disagree with statement	8	2.15
No response provided	3	0.80
<b>Total</b>	<b>373</b>	<b>100</b>

- e) 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
Agree with statement	145	38.87
Disagree with statement	170	45.58
Neither agree nor disagree with statement	55	14.75
No response provided	3	0.80
<b>Total</b>	<b>373</b>	<b>100</b>

- f) With a 20mph speed limit in place, as a driver I would drive more slowly

Responses to Statement	Number	Percentage
Agree with statement	75	20.11
Disagree with statement	187	50.13
Neither agree nor disagree with statement	108	28.96
No response provided	3	0.80
<b>Total</b>	<b>373</b>	<b>100</b>



Data showing the statement preferences (question 2 of the questionnaire) from respondents that were from **outside the survey area and were undecided in whether or not to support the proposal** to lower the maximum speed limit to 20mph for North-Croydon.

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

Responses to Statement	Number	Percentage
Agree with statement	0	0.00
Disagree with statement	5	55.56
Neither agree nor disagree with statement	2	22.22
No response provided	2	22.22
<b>Total</b>	<b>9</b>	<b>100</b>

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

Responses to Statement	Number	Percentage
Agree with statement	0	0.00
Disagree with statement	5	55.56
Neither agree nor disagree with statement	2	22.22
No response provided	2	22.22
<b>Total</b>	<b>9</b>	<b>100</b>

- c) A 20mph speed limit will help to reduce accidents and the severity of collisions in those roads

Responses to Statement	Number	Percentage
Agree with statement	1	11.11
Disagree with statement	0	0.00
Neither agree nor disagree with statement	6	66.67
No response provided	2	22.22
<b>Total</b>	<b>9</b>	<b>100</b>

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

Responses to Statement	Number	Percentage
Agree with statement	0	0.00
Disagree with statement	4	44.45
Neither agree nor disagree with statement	3	33.33
No response provided	2	22.22
<b>Total</b>	<b>9</b>	<b>100</b>

- e) 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
Agree with statement	3	33.33
Disagree with statement	1	11.12
Neither agree nor disagree with statement	3	33.33
No response provided	2	22.22
<b>Total</b>	<b>9</b>	<b>100</b>

- f) With a 20mph speed limit in place, as a driver I would drive more slowly

Responses to Statement	Number	Percentage
Agree with statement	2	22.22
Disagree with statement	1	11.12
Neither agree nor disagree with statement	4	44.44
No response provided	2	22.22
<b>Total</b>	<b>9</b>	<b>100</b>

## Appendix E

The table below presents the comments/concerns from respondents that were from outside the survey area. The data distinguishes between respondents that supported and those that did not support the proposal to lower the maximum speed limit to 20mph for North-Croydon.

Comments/concern regarding	From outside the survey area and supporting the lower speed limit.	From outside the survey area and opposing the lower speed limit.	Total
	(Number)	(Number)	(Number)
Increased environmental pollution	3	41	44
Enforcement (see section 3.2.7 of report)	18	33	51
Increased journey times	1	51	52
Increased congestion	2	59	61
Scheme is a waste of money and should be spent on improving other services	1	33	34
Scheme is so that council can generate more money	1	22	23
Scheme will make the roads more dangerous	0	30	30
Scheme may/will lead to more incidents of road rage	0	25	25
It would be better to educate pedestrians/cyclists how to use the road safely	0	6	6

**For General Release**

<b>REPORT TO:</b>	<i>Delegated authority report to Jo Negrini, Executive Director - Place</i>
<b>AGENDA ITEM:</b>	
<b>SUBJECT:</b>	<i>North-Croydon Area-Wide 20mph Speed Limit (Opinion survey Results)</i>
<b>LEAD OFFICER:</b>	Steve Iles Director - Streets
<b>CABINET MEMBER:</b>	Councillor Kathy Bee Cabinet Member for Transport and Environment
<b>WARDS:</b>	South Norwood, Upper Norwood, Selhurst, Bensham Manor, Thornton Heath, Norbury and West Thornton
<b>CORPORATE PRIORITY/POLICY CONTEXT:</b> <p><b>These projects address the corporate policies adopted in the Corporate Plan 2011-2013 and Croydon’s Draft Community Strategy 2010-2015. This report is in line with objectives to improve road safety for cyclists, and to make sustainable transport more accessible:</b></p> <ul style="list-style-type: none"><li>• Sustainable City: Facilitating a modal shift to sustainable transport</li><li>• Connected City: Electric vehicles, cycling and walking facilities</li><li>• Creative City: Improve arts, sports and recreational facilities</li><li>• Caring City: Improving health and wellbeing</li><li>• Croydon cycling Strategy 1998</li><li>• Biking Borough Report July 2010</li></ul>	
<b>AMBITIOUS FOR CROYDON &amp; WHY ARE WE DOING THIS:</b> <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"><li>• Supporting 20 mph speed limits in residential areas where the communities want them.</li><li>• Improve safety for cyclists and pedestrians. Ensure that these policy initiatives are embedded within the developing Transport Vision.</li></ul>	

## **FINANCIAL IMPACT**

The cost of implementing an area-wide 20mph speed limit across North-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 2015/2016.

**KEY DECISION REFERENCE.:** Not a Key Decision

## **1. RECOMMENDATIONS**

The Executive Director – Place, in consultation with the Cabinet Member for Transport and Environment is requested to consider the results of the opinion survey conducted in respect of the North Croydon maximum 20mph speed limit proposal and:

- 1.1 Agree to proceed with the making and publishing of the necessary public notice and Traffic Management Orders (statutory survey) to implement the scheme.
- 1.2 Note and agree that Hogarth Crescent and Windmill Road were mistakenly shown to be part of the proposed 20mph speed limit network, and so during the statutory consultation, these roads will be shown as retaining their maximum speed limit of 30mph.
- 1.3 Note that that any objections received on the giving of public notice together with the results of the opinion survey presented in this paper, 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 opinion survey on the council proposal to change the maximum speed limit for the majority of roads in North-Croydon area to 20mph (the proposal) and seek approval to proceed with the statutory consultation. The roads proposed to retain the 30mph speed limit were previously shown in the plan attached to the Cabinet report dated 16 March 2015, minute reference A39/15. The opinion survey was conducted to determine the level of support/opposition within the survey area for the proposal and provide statistical information.
- 2.2 The Cabinet Member for Transport and Environment has reviewed and considered the results of the opinion survey contained in this report and supports the recommendation. This review took place on 4 November 2015.

### **3. DETAIL**

#### **3.1 OPINION SURVEY METHODOLOGY**

- 3.1.1. Following the approval of Cabinet (Min.A39/15) on 16 March 2015, officers carried out an opinion survey with all residents and businesses, within the agreed survey boundary, on the proposal to lower the maximum speed limit for the majority of roads in North-Croydon area to 20mph. The opinion survey was undertaken in accordance with the methodology presented in the aforementioned Cabinet report and in subsequent information material used for providing information to respondents. The survey was made available to the public online and was also available as a paper copy.
- 3.1.2. In order to publicise the survey as widely as possible, officers put up publicising material on lamp columns in every street throughout the survey area. Whilst the online questionnaire was made live on Monday 11 May 2015 through the webpage [www.croydon.gov.uk/20mph](http://www.croydon.gov.uk/20mph), the task of putting up publicising material within the area took a little longer and was completed on Wednesday 13 May.
- 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. As a reminder for residents to complete the survey before the 24<sup>th</sup> June deadline, a leaflet drop was also made to all properties in the affected area.
- 3.1.4. On 23 June 2015, the survey closed at around midnight (24 hours earlier than that actually intended and previously communicated to residents). This problem came to light on the morning of 24<sup>th</sup> June 2015 following which the online survey was immediately reopened. As there had been some 10 hours during which the survey had been made unavailable, a decision was made in conjunction with the Cabinet Member that the survey should remain open for a further 24 hours. All online responses logged by Survey Monkey up until 00:15 on Friday 26 June 2015 have been considered in the results. All paper copies of the opinion survey received up until close of play on 26 June 2015 have also been considered.
- 3.1.5. Officers are therefore satisfied that the opinion survey responses considered for the purposes of this report fully reflect the returns made.
- 3.1.6. It should be noted that the result presented in Table-A was analysed by considering responses in accordance with the methodology which had been laid out in the 'Cabinet report 16 March 2015' prior to the start of the Opinion survey, most important of which was:
  - responses from within the 'Opinion seeking area' will be considered when determining whether or not to proceed to the next stage of the project.
  - 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 vote 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 Table-A.

- 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 vote 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.

Responses which are not counted in Table-A because they were treated under one of the above scenarios have been included separately in Table-B.

3.1.7. In the analysis of the six statement preferences forming Question 2 of the questionnaire (statements given below), all responses received from within the survey area have been considered and included in section 3.2.3 of this report. A further breakdown of this result is given in the data included as part of Appendix A which show the same statement preference result but based upon whether the respondent supported or did not support the lowering of the maximum speed limit to 20mph for the North-Croydon area.

Question 2: For each of the following statements please indicate whether you agree/disagree or neither agree nor disagree with them.

- a) A 20mph speed limit will encourage me to walk more.
- b) A 20mph speed limit will encourage me to cycle.
- c) A 20mph speed limit will help to reduce accidents and the severity of collisions in those roads.
- d) I would support a 20mph limit on busy main roads (e.g. high streets)
- e) 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.
- f) With a 20mph speed limit in place, as a driver I would drive more slowly.

3.1.8. In analysing the additional comments information provided by respondents from within the survey area, common recurring concerns/comments were identified and have been presented in section 3.2.4.of this report. Appendix B presents this same data but based upon whether or not the comment/concern was from a respondent that had or had not shown support for the lowering of the speed limit in the North-Croydon area.

**Note:** The analysis of the data as explained in section 3.1.7 and 3.1.8 above was done for all returns 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.

3.1.9. Other than the responses received and included in Tables A and B, a further 912 responses were received and have been placed in one of the following categories:

- i) Respondent was from outside the survey area.

- ii) Respondent did not provide an answer to Question 1 i.e. whether or not they support the proposal to lower the speed limit to 20mph for the area/roads shown in the plan?
- iii) The returned response address was illegible.
- iv) The addresses could not be verified for reasons such as road name did not match the post code, property number not included as part of address or other address fields were only partly filled etc.

Details of the above responses are provided as part of Appendix C together with statistical information regarding responses themselves. Although none of these responses formed part of the results given in Tables A and B some analysis has been carried out in relation to responses which were identified to be from outside the survey area. This is provided for information only within Appendix C.

3.1.10. Appendices D and E provides the response results to the statement preferences of question 2 and the additional comments section of the questionnaire as collated from those identified to be from those outside the 'Survey area'.

### 3.2 RESULTS

**Question 1:** Do you support the proposal to lower the speed limit to 20mph for the area/roads shown in the plan?

TABLE-A (Responses to Question 1 from within Survey area)

<b>Response</b>	<b>Number</b>	<b>%</b>
Yes	1218	52.5%
No	1076	46.4%
Don't Know	26	1.1%
<b>TOTAL</b>	<b>2320</b>	<b>100%</b>

3.2.1. 289 multiple responses from 139 properties within the survey area were received to question 1. As per the methodology detailed in 3.1.6, 139 of these responses have been included in the results presented in Table-A. Table-B gives a breakdown of the remaining 150 multiple responses to question 1.

TABLE-B (Responses to Question 1 from within Survey area)

<b>Duplicate Response</b> (The below numbers are not included in the result shown in Table-A)	<b>Number</b>	<b>%</b>
Yes	89	59.33%
No	60	40.00%
Don't Know	1	0.67%
<b>TOTAL</b>	<b>150</b>	<b>100%</b>

3.2.2. The above presents the result to Question 1. The results have been compiled by analysing the responses in accordance with the methodology described in the answers to the questions 10 and 11 of the FAQ booklet and detail provided in section 3.1.6 above.



3.2.3. The below data presents the statement preferences to the six statements that formed question 2. Note that these are taken from the responses that were from within the survey area only.

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

Responses to Statement	Number	Percentage
Agree with statement	500	20.31
Disagree with statement	1384	56.21
Neither agree nor disagree with statement	447	18.16
No response provided	131	5.32
<b>Total</b>	<b>2462</b>	<b>100</b>

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

Responses to Statement	Number	Percentage
Agree with statement	528	21.45
Disagree with statement	1456	59.14
Neither agree nor disagree with statement	342	13.89
No response provided	136	5.52
<b>Total</b>	<b>2462</b>	<b>100</b>

c) A 20mph speed limit will help to reduce accidents and the severity of collisions in those roads

Responses to Statement	Number	Percentage
Agree with statement	1222	49.64
Disagree with statement	859	34.89
Neither agree nor disagree with statement	249	10.11
No response provided	132	5.36
<b>Total</b>	<b>2462</b>	<b>100</b>

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

Responses to Statement	Number	Percentage
Agree with statement	754	30.63
Disagree with statement	1350	54.83
Neither agree nor disagree with statement	223	9.06
No response provided	135	5.48
<b>Total</b>	<b>2462</b>	<b>100</b>

e) 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
Agree with statement	1266	51.42
Disagree with statement	686	27.87
Neither agree nor disagree with statement	376	15.27
No response provided	134	5.44
<b>Total</b>	<b>2462</b>	<b>100</b>

f) With a 20mph speed limit in place, as a driver I would drive more slowly.

Responses to Statement	Number	Percentage
Agree with statement	1242	50.45
Disagree with statement	546	22.18
Neither agree nor disagree with statement	536	21.77
No response provided	138	5.61
<b>Total</b>	<b>2462</b>	<b>100</b>

- 3.2.4. This section reports the comments received from those from within the survey area.

Comments/concern regarding	Total
	(Number)
Increased environmental pollution	177
Enforcement	233
Increased journey times	156
Increased congestion	189
Scheme is a waste of money and should be spent on improving other services	116
Scheme is so that council can generate more money	89
Scheme will make the roads more dangerous	64
Scheme may/will lead to more incidents of road rage	80
It would be better to educate pedestrians/cyclists how to use the road safely	26

- 3.2.5. A number of comments were also received that the council should leave more of the network as a 30mph such as Grange Road, Green Lane, Norbury Avenue etc.
- 3.2.6. Other concerns were around issues such as increased fuel consumption (leading to greater air pollution), damage to cars from driving at 20mph (cars not designed to drive at this speed).
- 3.2.7. **Results analysis and Officer recommendations.**
- 3.2.8. The result presented in Table A shows that 52.5% of respondents from within the 'opinion seeking survey' area, support the council proposal, 46.4% oppose it and 1.1% were undecided.
- 3.2.9. The analysis of the statement preference (a) show that 20.31% of respondents from within the survey area shows that the council proposal will encourage them to walk more whilst 56.21% did not believe that this would necessarily result them in walking more. Officers believe that with an increase in walking of 20.31% will lead to a healthier lifestyle and supports the council ambitions to make Croydon a sustainable, connected and caring city.
- 3.2.10. Results to statement (b) shows that 21.45% of respondents from within the survey area shows that the council proposal will encourage them to cycle whilst 59.14% did not believe that the proposal will necessarily encourage them to cycle. Officers believe that with an increase in cycling of 21.45% will lead to a healthier lifestyle and supports the council ambitions to make Croydon a sustainable, connected and caring city.

- 3.2.11. Results to statement preference (c) show that, 49.64% of respondents from within the survey area believe that the council proposal will help to reduce road accidents and the severity of collisions that may occur, whilst 34.89% do not share this view. Officers believe that a reduction in accidents and their severity is highly likely and research by Department of Transport supports the view that a lower speed limit carries these benefits. Officers believe that a reduction in accidents and their severity will help towards Croydon's policy in showing that this is a caring city.
- 3.2.12. Statement preference (d) shows that only 30.63% of respondents from within the survey area would support a lowering of the maximum 20mph speed limit on busy roads such as high streets whilst support for reducing the speed limit on residential roads was at 52.5%. 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.
- 3.2.13. Statement preference (e) reveals that 51.42% of respondents from within the survey 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.
- 3.2.14. Statement preference (f) shows that 50.45% of respondents from within the survey area agree that with the lowering of the maximum speed limit they would drive more slowly whilst 22.18% disagreed that this would influence their choice of speed. The remainder 27.38% were either undecided or did not provide a response. It is encouraging that 50.45% 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. The Police have shown willingness to enforce the new speed limit at a level similar to their level of enforcement of the current 30mph speed limit.
- 3.2.15. The analysis given in sections 3.2.9 to 3.2.14 reports the statement preference percentages from all respondents within the 'opinion seeking area'. Appendix A contains the same statement preference data analysis but in more depth by reporting the percentages for each of the statements but based on whether or not the respondent had or had not shown support for the lowering of the maximum speed limit to 20mph. Interestingly it is noted from Appendix A data that when considering the statement preferences from those that supported the lowering of the 20mph speed limit a corresponding higher level of agreement to each of the statements is also found. Likewise, for those that disagreed with the lowering of the speed limit to 20mph, a corresponding higher level of disagreement is shown for each of the statements. This shows that a large number of respondents may have chosen their statement preference based on whether or not they supported or do not support the council proposal to lower the maximum speed limit to 20mph.

- 3.2.16. In analysing the additional comments received from respondents within the 'opinion seeking survey area', a similar trend is observed in that those that supported the lowering of the 20mph speed limit were a lot less concerned over issues such as a possible increase in environmental pollution, enforcement of the proposed limit or journey times etc. This in-depth analysis is presented in Appendix B whilst the overall result is given at section 3.2.4 of this report. Although respondents have raised these potential issues officers believe that the majority if not all issues raised are simply perceived and the overall benefits from lowering of the speed limit will far outweigh any dis-benefit.
- 3.2.17. As stated within the Cabinet report dated 16 March 2015 and subsequent literature produced for the opinion survey associated with this project, officers have considered responses from within the survey area when making the recommendation.
- 3.2.18. Appendices C, D, E contains data which relates to responses from outside the 'opinion seeking survey' area. Data in Appendix C (responses from outside the 'opinion seeking survey area only), shows that 387 households have shown support for lowering the speed limit compared to 368 which are against it. Although only a small majority, it is noted that support for the proposal is also shown from the responses that were received from outside the area. Statement preferences and additional comments information from those outside the 'opinion seeking area' is contained in Appendices D and E.
- 3.2.19. 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		
	2015/16	2016/17	2017/18	2018/19
	£'000	£'000	£'000	£'000
<b>Revenue available</b>				
Expenditure				
Income				
<b>Effect of decision from report</b>				
Expenditure				
Income				
<b>Remaining budget</b>	_____	_____	_____	_____
<b>Capital available</b>	300			
Expenditure				
<b>Effect of decision from report</b>	300			
Expenditure				
<b>Remaining budget</b>	_____ 0	_____ 0	_____ 0	_____ 0

#### 2. The effect of the decision

This scheme is funded by Transport for London (TfL) from the Council's 2015/2016 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-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: Dianne Ellender, Head of Finance and Deputy S151 Officer

## **5. COMMENTS OF THE COUNCIL SOLICITOR AND MONITORING OFFICER**

5.1 The Council Solicitor comments that the opinion survey detailed above has not been undertaken as a formal consultation. Rather, if the recommendations above are approved, on giving public notice of the intention to make a Traffic Management Order (TMO) to effect the 20mph zone, the Council will need to consider any representations received prior to determining whether the TMO will be made.

However, process followed and FAQ information accompanying it has sought to ensure that the opinion survey has been undertaken when the proposals are at the formative stage i.e. prior to the notice of the TMO and giving reasons for it.

5.2 In terms of the means used for the opinion survey the Council must also have regard to its public sector equalities duty (PSED).

5.3 In subsequently considering the responses to that survey 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 survey;
- All relevant and no irrelevant matters are considered;
- The decision takes into account the Council's PSED.

5.4 As local authority and Highway Authority for the roads within the Borough, has the power under s84 of the Road Traffic Regulation Act 1984 ("the 1994 Act") the Council may 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.

5.5 The Council also 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 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 2002 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, Head of Corporate Law on behalf of the 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.

## **EQUALITIES IMPACT**

- 6.2 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.
- 6.3 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
- 6.4 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.
- 6.5 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.

## **7. ENVIRONMENTAL IMPACT**

- 7.1 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.

## **8. CRIME AND DISORDER REDUCTION IMPACT**

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

## **9. REASONS FOR RECOMMENDATIONS/PROPOSED DECISION**

- 9.1 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

## **10. OPTIONS CONSIDERED AND REJECTED**

- 10.1 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

The below shows a breakdown of the data presented in section 3.2.3 (question 2 of the questionnaire- statement preferences) from respondents that were from within the survey area and **support the proposal** to lower the maximum speed limit to 20mph for North-Croydon.

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

Responses to Statement	Number	Percentage
Agree with statement	496	38.10
Disagree with statement	284	21.81
Neither agree nor disagree with statement	401	30.80
No response provided	121	9.29
<b>Total</b>	<b>1302</b>	<b>100</b>

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

Responses to Statement	Number	Percentage
Agree with statement	515	39.55
Disagree with statement	360	27.65
Neither agree nor disagree with statement	301	23.12
No response provided	126	9.68
<b>Total</b>	<b>1302</b>	<b>100</b>

- c) A 20mph speed limit will help to reduce accidents and the severity of collisions in those roads

Responses to Statement	Number	Percentage
Agree with statement	1130	86.79
Disagree with statement	19	1.46
Neither agree nor disagree with statement	31	2.38
No response provided	122	9.37
<b>Total</b>	<b>1302</b>	<b>100</b>

- d) I would support a 20mph limit on busy main roads (e.g. high streets)

Responses to Statement	Number	Percentage
Agree with statement	688	52.84
Disagree with statement	325	24.96
Neither agree nor disagree with statement	166	12.75
No response provided	123	9.45
<b>Total</b>	<b>1302</b>	<b>100</b>

- e) 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
Agree with statement	854	65.59
Disagree with statement	139	10.68
Neither agree nor disagree with statement	185	14.21
No response provided	124	9.52
<b>Total</b>	<b>1302</b>	<b>100</b>

- f) With a 20mph speed limit in place, as a driver I would drive more slowly.

Responses to Statement	Number	Percentage
Agree with statement	993	76.27
Disagree with statement	31	2.38
Neither agree nor disagree with statement	151	11.60
No response provided	127	9.75
<b>Total</b>	<b>1302</b>	<b>100</b>

The below shows a breakdown of the data presented in section 3.2.3 (question 2 of the questionnaire- statement preferences) from respondents that were from within the survey area and **did not support the proposal** to lower the maximum speed limit to 20mph for North-Croydon.

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

Responses to Statement	Number	Percentage
Agree with statement	3	0.26
Disagree with statement	1077	95.06
Neither agree nor disagree with statement	43	3.80
No response provided	10	0.88
<b>Total</b>	<b>1133</b>	<b>100</b>

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

Responses to Statement	Number	Percentage
Agree with statement	11	0.97
Disagree with statement	1074	94.79
Neither agree nor disagree with statement	38	3.36
No response provided	10	0.88
<b>Total</b>	<b>1133</b>	<b>100</b>

- c) A 20mph speed limit will help to reduce accidents and the severity of collisions in those roads.

Responses to Statement	Number	Percentage
Agree with statement	76	6.71
Disagree with statement	835	73.70
Neither agree nor disagree with statement	212	18.71
No response provided	10	0.88
<b>Total</b>	<b>1133</b>	<b>100</b>

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

Responses to Statement	Number	Percentage
Agree with statement	54	4.77
Disagree with statement	1013	89.40
Neither agree nor disagree with statement	54	4.77
No response provided	12	1.06
<b>Total</b>	<b>1133</b>	<b>100</b>

- e) 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
Agree with statement	401	35.39
Disagree with statement	535	47.22
Neither agree nor disagree with statement	187	16.51
No response provided	10	0.88
<b>Total</b>	<b>1133</b>	<b>100</b>

- f) With a 20mph speed limit in place, as a driver I would drive more slowly

Responses to Statement	Number	Percentage
Agree with statement	234	20.65
Disagree with statement	513	45.28
Neither agree nor disagree with statement	375	33.10
No response provided	11	0.97
<b>Total</b>	<b>1133</b>	<b>100</b>

The below shows a breakdown of the data presented in section 3.2.3 (question 2 of the questionnaire- statement preferences) from respondents that were from within the survey area and **were undecided on whether or not to support the proposal** to lower the maximum speed limit to 20mph for North-Croydon.

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

Responses to Statement	Number	Percentage
Agree with statement	1	3.70
Disagree with statement	23	85.19
Neither agree nor disagree with statement	3	11.11
No response provided	0	0.00
<b>Total</b>	<b>27</b>	<b>100</b>

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

Responses to Statement	Number	Percentage
Agree with statement	2	7.41
Disagree with statement	22	81.48
Neither agree nor disagree with statement	3	11.11
No response provided	0	0.00
<b>Total</b>	<b>27</b>	<b>100</b>

- c) A 20mph speed limit will help to reduce accidents and the severity of collisions in those roads

Responses to Statement	Number	Percentage
Agree with statement	16	59.26
Disagree with statement	5	18.52
Neither agree nor disagree with statement	6	22.22
No response provided	0	0.00
<b>Total</b>	<b>27</b>	<b>100</b>

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

Responses to Statement	Number	Percentage
Agree with statement	12	44.44
Disagree with statement	12	44.44
Neither agree nor disagree with statement	3	11.12
No response provided	0	0.00
<b>Total</b>	<b>27</b>	<b>100</b>

- e) 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
Agree with statement	11	40.75
Disagree with statement	12	44.44
Neither agree nor disagree with statement	4	14.81
No response provided	0	0.00
<b>Total</b>	<b>27</b>	<b>100</b>

- f) With a 20mph speed limit in place, as a driver I would drive more slowly

Responses to Statement	Number	Percentage
Agree with statement	15	55.55
Disagree with statement	2	7.41
Neither agree nor disagree with statement	10	37.04
No response provided	0	0.00
<b>Total</b>	<b>27</b>	<b>100</b>

## Appendix B

The below is a breakdown of the data presented in section 3.2.4 of the report. The breakdown distinguishes between those that supported and those that did not support the proposal to lower the maximum speed limit to 20mph for North-Croydon.

Comments/concern regarding	From within survey area and supporting the lower speed limit.	From within survey area and opposing the lower speed limit.	Total
	(Number)	(Number)	(Number)
Increased environmental pollution	21	156	177
Enforcement	99	134	233
Increased journey times	6	150	156
Increased congestion	18	171	189
Scheme is a waste of money and should be spent on improving other services	0	116	116
Scheme is so that council can generate more money	2	87	89
Scheme will make the roads more dangerous	0	64	64
Scheme may/will lead to more incidents of road rage	6	74	80
It would be better to educate pedestrians/cyclists how to use the road safely	0	26	26

## Appendix C

The below relates to information provided in section 3.1.9 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. A breakdown of the reasons for their exclusion is given below.

- i) Respondent was from outside the survey area. The vote count in response to the main proposal is provided under.
  - *'Yes' votes in relation to Question 1 = 387.*
  - *'No' votes in relation to Question 1 = 368.*
  - *'Don't Know' in relation to Question 1 = 8.*
  - *Duplicate response in relation to Question 1 = 1*
  
- ii) Respondent did not provide an answer to Question 1 = 93.
  
- iii) The response address was illegible = 23.

All of these were paper copies, the breakdown of which is as follows:

  - *Yes' votes in relation to Question 1 = 21.*
  - *'No' votes in relation to Question 1 = 0.*
  - *'Don't Know' in relation to Question 1 = 1.*
  - *No answer to Question 1 = 1*
  
- iv) 32 addresses were unverifiable for reasons such as road name did not match the post code, property number not included as part of address or other address fields were only partly filled etc. A breakdown of such responses is as follows:
  - *Yes' votes in relation to Question 1 = 12.*
  - *'No' votes in relation to Question 1 = 17.*
  - *'Don't Know' in relation to Question 1 = 3.*

## Appendix D

The below data presents the statement preferences to the six statements that formed question 2. Note that these are taken from the responses that were from **outside the survey area only**. The below does not include response data from those that did not provide an answer to Question 1 or from responses where the address was unverifiable.

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

Responses to Statement	Number	Percentage
Agree with statement	175	22.38
Disagree with statement	421	53.84
Neither agree nor disagree with statement	134	17.13
No response provided	52	6.65
<b>Total</b>	<b>782</b>	<b>100</b>

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

Responses to Statement	Number	Percentage
Agree with statement	197	25.19
Disagree with statement	436	55.75
Neither agree nor disagree with statement	95	12.15
No response provided	54	6.91
<b>Total</b>	<b>782</b>	<b>100</b>

- c) A 20mph speed limit will help to reduce accidents and the severity of collisions in those roads

Responses to Statement	Number	Percentage
Agree with statement	377	48.21
Disagree with statement	273	34.91
Neither agree nor disagree with statement	81	10.36
No response provided	51	6.52
<b>Total</b>	<b>782</b>	<b>100</b>

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

Responses to Statement	Number	Percentage
Agree with statement	275	35.17
Disagree with statement	406	51.92
Neither agree nor disagree with statement	49	6.26
No response provided	52	6.65
<b>Total</b>	<b>782</b>	<b>100</b>

- e) 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
Agree with statement	382	48.85
Disagree with statement	231	29.54
Neither agree nor disagree with statement	119	15.22
No response provided	50	6.39
<b>Total</b>	<b>782</b>	<b>100</b>

- f) With a 20mph speed limit in place, as a driver I would drive more slowly

Responses to Statement	Number	Percentage
Agree with statement	361	46.16
Disagree with statement	191	24.43
Neither agree nor disagree with statement	177	22.63
No response provided	53	6.78
<b>Total</b>	<b>782</b>	<b>100</b>

Data showing the statement preferences (question 2 of the questionnaire) from respondents that were from **outside the survey area and support the proposal** to lower the maximum speed limit to 20mph for North-Croydon.

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

Responses to Statement	Number	Percentage
Agree with statement	172	43.00
Disagree with statement	59	14.75
Neither agree nor disagree with statement	122	30.50
No response provided	47	11.75
<b>Total</b>	<b>400</b>	<b>100</b>

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

Responses to Statement	Number	Percentage
Agree with statement	195	48.75
Disagree with statement	71	17.75
Neither agree nor disagree with statement	85	21.25
No response provided	49	12.25
<b>Total</b>	<b>400</b>	<b>100</b>

- c) A 20mph speed limit will help to reduce accidents and the severity of collisions in those roads

Responses to Statement	Number	Percentage
Agree with statement	343	85.75
Disagree with statement	5	1.25
Neither agree nor disagree with statement	6	1.50
No response provided	46	11.50
<b>Total</b>	<b>400</b>	<b>100</b>

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

Responses to Statement	Number	Percentage
Agree with statement	258	64.50
Disagree with statement	57	14.25
Neither agree nor disagree with statement	38	9.50
No response provided	47	11.75
<b>Total</b>	<b>400</b>	<b>100</b>

- e) 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
Agree with statement	234	58.50
Disagree with statement	60	15.00
Neither agree nor disagree with statement	61	15.25
No response provided	45	11.25
<b>Total</b>	<b>400</b>	<b>100</b>

- f) With a 20mph speed limit in place, as a driver I would drive more slowly

Responses to Statement	Number	Percentage
Agree with statement	284	71.00
Disagree with statement	3	0.75
Neither agree nor disagree with statement	65	16.25
No response provided	48	12.00
<b>Total</b>	<b>400</b>	<b>100</b>

Data showing the statement preferences (question 2 of the questionnaire) from respondents that were from **outside the survey area and did not support the proposal** to lower the maximum speed limit to 20mph for North-Croydon.

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

Responses to Statement	Number	Percentage
Agree with statement	3	0.80
Disagree with statement	357	95.71
Neither agree nor disagree with statement	10	2.69
No response provided	3	0.80
<b>Total</b>	<b>373</b>	<b>100</b>

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

Responses to Statement	Number	Percentage
Agree with statement	2	0.54
Disagree with statement	360	96.52
Neither agree nor disagree with statement	8	2.14
No response provided	3	0.80
<b>Total</b>	<b>373</b>	<b>100</b>

- c) A 20mph speed limit will help to reduce accidents and the severity of collisions in those roads

Responses to Statement	Number	Percentage
Agree with statement	33	8.85
Disagree with statement	268	71.85
Neither agree nor disagree with statement	69	18.50
No response provided	3	0.80
<b>Total</b>	<b>373</b>	<b>100</b>

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

Responses to Statement	Number	Percentage
Agree with statement	17	4.56
Disagree with statement	345	92.49
Neither agree nor disagree with statement	8	2.15
No response provided	3	0.80
<b>Total</b>	<b>373</b>	<b>100</b>

- e) 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
Agree with statement	145	38.87
Disagree with statement	170	45.58
Neither agree nor disagree with statement	55	14.75
No response provided	3	0.80
<b>Total</b>	<b>373</b>	<b>100</b>

- f) With a 20mph speed limit in place, as a driver I would drive more slowly

Responses to Statement	Number	Percentage
Agree with statement	75	20.11
Disagree with statement	187	50.13
Neither agree nor disagree with statement	108	28.96
No response provided	3	0.80
<b>Total</b>	<b>373</b>	<b>100</b>



Data showing the statement preferences (question 2 of the questionnaire) from respondents that were from **outside the survey area and were undecided in whether or not to support the proposal** to lower the maximum speed limit to 20mph for North-Croydon.

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

Responses to Statement	Number	Percentage
Agree with statement	0	0.00
Disagree with statement	5	55.56
Neither agree nor disagree with statement	2	22.22
No response provided	2	22.22
<b>Total</b>	<b>9</b>	<b>100</b>

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

Responses to Statement	Number	Percentage
Agree with statement	0	0.00
Disagree with statement	5	55.56
Neither agree nor disagree with statement	2	22.22
No response provided	2	22.22
<b>Total</b>	<b>9</b>	<b>100</b>

- c) A 20mph speed limit will help to reduce accidents and the severity of collisions in those roads

Responses to Statement	Number	Percentage
Agree with statement	1	11.11
Disagree with statement	0	0.00
Neither agree nor disagree with statement	6	66.67
No response provided	2	22.22
<b>Total</b>	<b>9</b>	<b>100</b>

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

Responses to Statement	Number	Percentage
Agree with statement	0	0.00
Disagree with statement	4	44.45
Neither agree nor disagree with statement	3	33.33
No response provided	2	22.22
<b>Total</b>	<b>9</b>	<b>100</b>

- e) 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
Agree with statement	3	33.33
Disagree with statement	1	11.12
Neither agree nor disagree with statement	3	33.33
No response provided	2	22.22
<b>Total</b>	<b>9</b>	<b>100</b>

- f) With a 20mph speed limit in place, as a driver I would drive more slowly

Responses to Statement	Number	Percentage
Agree with statement	2	22.22
Disagree with statement	1	11.12
Neither agree nor disagree with statement	4	44.44
No response provided	2	22.22
<b>Total</b>	<b>9</b>	<b>100</b>

## Appendix E

The table below presents the comments/concerns from respondents that were from outside the survey area. The data distinguishes between respondents that supported and those that did not support the proposal to lower the maximum speed limit to 20mph for North-Croydon.

Comments/concern regarding	From outside the survey area and supporting the lower speed limit.	From outside the survey area and opposing the lower speed limit.	Total
	(Number)	(Number)	(Number)
Increased environmental pollution	3	41	44
Enforcement (see section 3.2.7 of report)	18	33	51
Increased journey times	1	51	52
Increased congestion	2	59	61
Scheme is a waste of money and should be spent on improving other services	1	33	34
Scheme is so that council can generate more money	1	22	23
Scheme will make the roads more dangerous	0	30	30
Scheme may/will lead to more incidents of road rage	0	25	25
It would be better to educate pedestrians/cyclists how to use the road safely	0	6	6