

For General Release

REPORT TO:	Cabinet -16 March 2015
AGENDA ITEM:	12
SUBJECT:	Croydon Area-Wide 20mph Speed Limits
LEAD OFFICER:	Jo Negrini Executive Director - Place
CABINET MEMBER:	Councillor Kathy Bee Cabinet Member for Transport and Environment
WARDS:	All
<p>CORPORATE PRIORITY/POLICY CONTEXT:</p> <p>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:</p> <ul style="list-style-type: none"> • Sustainable City: Facilitating a modal shift to sustainable transport • Connected City: Electric vehicles, cycling and walking facilities • Creative City: Improve arts, sports and recreational facilities • Caring City: Improving health and wellbeing • Croydon cycling Strategy 1998 • Biking Borough Report July 2010 	
<p>AMBITIOUS FOR CROYDON & WHY ARE WE DOING THIS:</p> <p>As part of Ambitious for Croydon, the new administration has plans to improve the way that the council delivers on its roads and transport agenda. Of note, the manifesto commitment specifically identifies the following areas as of a priority for the first policy commitments:</p> <ul style="list-style-type: none"> • Supporting 20 mph speed limits in residential areas where the communities want them. • Improve safety for cyclists and pedestrians. Ensure that these policy initiatives are embedded within the developing Transport Vision. 	

FINANCIAL IMPACT

The cost of implementing area-wide 20mph speed limits across Croydon is estimated to be £1.5 million spread over a three year programme. The cost for the full proposal would be met from bids placed annually through the Local Implementation Plan (LIP) process.

The cost of implementing the scheme for the first of the areas as outlined in this report would be £300,000 for which funding has been obtained through Transport for London's LIP funding for 2015/2016.

KEY DECISION REFERENCE.: Not a Key Decision

The Leader of the Council has delegated to the cabinet the power to make the decisions set out in the recommendations below

1. RECOMMENDATIONS

That the cabinet agree:

- 1.1 the proposal for implementation of an area-wide 20mph maximum speed limit scheme across Croydon, as detailed in this report, on an area by area basis, over a three year period, 2015/16 – 2017/18 subject to a final decision following informal public consultation in respect of each area.
- 1.2 That the area by area 'opinion seeking' commences in the North Croydon area as per the information provided in Appendix A and B of this report and the 'opinion seeking' consultation material provided as background papers 1-4. The same documentation will be used for future areas being considered for implementation of a 20mph speed limit but adapted as officers consider necessary to suit local needs.
- 1.3 That the Executive Director – Place, in consultation with the Cabinet Member for Transport and Environment, be given delegated authority to:
 - (i) determine the areas for the opinion seeking to be consulted on implementation of a 20mph speed limit in each year of the proposed three year plan;
 - (ii) make any changes to the 'opinion seeking' methodology that may become necessary; and
 - (iii) having considered the outcomes of the survey undertaken, determine whether the Council should proceed to publishing notice of the Council's intention to make any Traffic Management Order (TMO) needed to implement a 20mph speed limit in that area.

Note that any objections received on the giving of public notice 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.

2. EXECUTIVE SUMMARY

2.1 The council has made a commitment to seeking the introduction of area-wide 20mph speed limits across the borough so as 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, to improve accessibility and reduce congestion, and improve the local environment, quality of life and community cohesion. For a successful outcome, it is important that local residents and businesses support the proposal and this report details the process through which the level of support for the view that a 20mph maximum speed limit would improve road safety will be gauged before any steps to introduce permanent changes are taken.

2.2 Subject to an area by area consideration, implementation of a Croydon wide 20mph maximum speed limit scheme (20mph proposal) is expected to take three years to complete due to the size of the borough. This report considers in some detail, the proposed treatment for the first area to be considered which is referred to as North-Croydon in this report.

This report seeks approval for the procedures to be followed when seeking public opinion regarding the proposal for North Croydon and subsequent areas and future reporting to the TMAC.

3. DETAIL

3.1 BACKGROUND INFORMATION

3.1.1. On 16 September 2014, the council's 'streets and environment scrutiny sub-committee' considered an officer report titled '20mph proposal for Croydon'. The report can be accessed at

<https://secure.croydon.gov.uk/akscroydon/users/public/admin/kab14.pl?operation=SUBMIT&meet=2&cmte=SES&grpId=public&arc=1>

The sub-committee debated the potential effects of reducing the speed limit to 20mph in residential and built-up areas of the borough and considered the evidence from schemes currently in place (such as Portsmouth, Bristol, Islington and Camden), road safety data and enforcement issues by listening to the views of a range of stakeholders.

3.1.2. The officer report covered the following topics:

- Accident statistics for Croydon over recent years;
- An explanation of a 20mph speed limit in isolation vs a 20mph speed limit within a zone;
- Croydon's previous experience of traffic calming; both with and without an accompanying lowering of the speed limit;
- Experience of other Local Authorities which have implemented large scale or Borough wide 20mph speed limits;
- Croydon's road hierarchy and the parts of the road network which should be considered for exclusion from a blanket Borough wide 20mph speed limit.

3.1.3. The report also outlined the potential benefits which a lower speed limit would be expected to have on certain categories of road users such as the more vulnerable and also the positive impact that a lower speed limit could have on residential streets such as a reduction of traffic volumes.

- 3.1.4. The Sub-committee was also attended by organisations/campaign groups such as the Metropolitan Police, Living Streets, Institute of Advanced Motorists, 20s Plenty for Us, Croydon Cyclists. These stake holders had an opportunity to join in the debate for Croydon's vision as a 20mph borough. Written responses from these organisations were appended to the officer report.
- 3.1.5. It is not the purpose of this report to repeat the detail of what was considered by the streets and environment scrutiny sub-committee but rather to just provide it as an overview as given in section 3.1 above. However, given that officers together with some stakeholders have been working on how a Croydon wide 20mph proposal could be achieved, this report will detail the first steps of progress made to date in working towards this.

3.2 THE SCHEME PROPOSAL

- 3.2.1. In November 2014, a working group consisting of the cabinet member for transport and environment, council officers, the Metropolitan Police and a representative from 20's plenty for Us, Croydon Cycling Campaign and Living Streets was set up to consider the various aspects of the proposal. The group is known as the '20mph Working Group'. Following a series of meetings by the working group, it is agreed that an area-wide 20mph proposal across Croydon would best be dealt with by treating large areas of sufficient size such that over a three year period the whole of Croydon will have had the opportunity to consider whether or not they would support the lowering of the maximum speed limit in their area.
- 3.2.2. It was agreed that in principle, with the exception of the TfL red routes and borough 'A' roads, the remainder of the road network should be considered for the 20mph proposal. However, it was also recognised that a degree of flexibility should be applied when using this approach and local knowledge should play an important role when determining whether certain 'A' roads or 'B' roads will be exempt from this general principle. It is recognised that roads which are initially considered exempted from the 20mph proposal (under phase one), will be reconsidered under what is described as part of 'phase two'. These will typically be 'A' roads or sections of 'A' roads which fall within busy town centres. Both phase one and phase two are described in section 3.2.5 of this report.
- 3.2.3. In future years, when the area encompassing the Croydon Metropolitan Centre (CMC) is considered for a 20mph speed limit, it is likely that most of the 'A' roads falling within the CMC, will be considered for the 20mph speed limit from the outset.
- 3.2.4. The 20mph working group agreed the boundary for the first of the areas to be considered for the lowered speed limit. A plan showing the agreed boundary is given at Appendix A. It should be noted that in accordance with para 3.2.2, it is agreed that within the area being currently considered, Grange Road (A212) is proposed to be included within the 20mph proposal whilst Whitehorse Lane (B266) is proposed to remain at 30mph.
- 3.2.5. The shown boundary runs along one side of an existing 'A' road network and continues along Croydon's boundary with adjoining boroughs. Where the borough boundary runs along the centre of a road the Council will liaise with neighbouring boroughs for agreement to change the speed limit to 20mph however, if not achieved then it will be omitted from the 20mph proposal. The treatment of the area under this scheme, will generally consist of two phases, each consisting of the following elements of work:

Phase one:

- The determination of the area to be considered for the 20mph proposal; carrying out of an 'opinion survey' of residents and businesses in the area; consideration of the survey responses and determination whether the Council should proceed to publish notice of the Council's intention to make any TMO needed to implement a 20mph speed limit in that area;
- any objections received on the giving of public notice will be reported to the TMAC for consideration and onward recommendation to the Cabinet Member for Transport and Environment.

As part of the phase 1 work, the council is currently also recording traffic speeds within residential roads in the area.

Phase two: Following implementation of the scheme in an area, speed monitoring will be repeated to determine the effects of the new speed limit and for the council to determine whether targeted intervention such as enforcement and/or traffic calming might be necessary. Any introduction of additional measures would be subject to a separate consultation/noticing as required by regulations and a report through TMAC for recommendation to the Cabinet Member. As part of the review carried out under phase two, the Council will also revisit the regional town centres and consider whether the community would benefit from extending the speed limit to the busier parts of the Centres. It should however be noted that as given in section 3.2.3 above, when the area encompassing the CMC is considered in future years, most of the 'A' road network falling within the Centre would be considered from the outset to be part of the 20mph.

3.3 *JUSTIFICATION FOR A 20MPH SPEED LIMIT*

- 3.3.1. According to the Royal Society for Prevention of Accidents (ROSPA), for a pedestrian struck at 20 mph there is a 2.5% chance of being fatally injured, compared to a 20% chance at 30 mph. Research conducted for the Department of Transport (DfT) has shown that every 1 mph of average speed reduction achieves a 6% reduction in accidents. In Portsmouth a 1.3 mph speed reduction equalled a 21% accident reduction based on two years of monitoring data.
- 3.3.2. Evidence that 20 mph schemes increase the risk of accidents is limited. The DfT reported that the total number of accidents on 20 mph roads increased by 25% between 2010 and 2011 in Great Britain. It should be noted that the overall number of streets that are designated 20 mph has increased significantly in the last few years, so the total number of accidents on roads with a 20 mph limit is likely to have also increased, which would explain the reported 25% increase. The DfT supports this view, but are not planning to carry out further research, as they do not hold data about the location of 20 mph streets across the country.

- 3.3.3. The principal aims of the 20mph speed limit is to improve road safety, discourage through traffic, encourage walking and cycling, make a positive contribution to improving health and tackling obesity and improve the quality of life and the local environment. The highway in residential areas is considered to have a wide range of functions, in addition to the movement of traffic. These streets should therefore provide a pleasant and safe place for people to walk, meet and socialise. A reduction in traffic speeds should help to encourage the use of the streets for all these functions. This should also encourage more people to walk in the local area, which could greatly assist in improving health and tackling obesity. Cyclists should be able to negotiate local residential streets without the threat of collisions from fast moving motorised traffic. Again, the introduction of a reduced speed limit should help reduce the likelihood of collisions and further encourage cycling as a viable and safe option for local trips.
- 3.3.4. 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.
- 3.3.5. In 2013 the DfT issued Circular 01/2013 "Setting local speed limits". It advises local authorities to keep speed limits under review with changing circumstances, and to consider the use of 20 mph schemes for residential streets and other town and city streets with high pedestrian and cyclist movement. Amongst other benefits resulting from lower speed limits, the Circular lists some of the benefits of 20 mph schemes including quality of life and community benefits, and encouragement of walking and cycling making a positive contribution to improving health and tackling obesity, improving accessibility and tackling congestion, and improving the local environment
- 3.3.6. The Traffic Management Act 2004 contains various requirements on how a Highway Authority should manage their road networks. The act places a duty on an Authority to secure the expeditious movement of traffic on their network, and to facilitate the same on the networks of other Authorities. This can be perceived as a duty to secure the fast movement of motorised traffic and used as an argument against 20mph schemes. However, this narrow interpretation does not reflect the whole meaning of this requirement, as 'traffic' encompasses all modes of transport using roads, including pedestrians. The duty is essentially about balancing the needs of all road users, and also operates alongside other duties, including those in the area of road safety. This is made clear in the DfT's Network Management Duty Guidance.

The overall aim of the "expeditious movement of traffic" implies a network that is working efficiently without unnecessary delay to those travelling on it. But the duty is also qualified in terms of practicability and other responsibilities of the authority. This means that the duty is placed alongside all the other things that an authority has to consider, and it does not take precedence. So, for example, securing the expeditious movement of vehicles should not be at the expense of an authority's road safety objectives. But, the statutory duty reflects the importance placed on making best use of existing road space for the benefit of all road users.

- 3.3.7. Over previous years, Croydon Council has been actively promoting road safety through various means ranging from the implementation of small localised 20mph speed limits, general accident investigation and treatment of accident hot spots in the form of highway improvements, road safety education etc. Although these measures have been successful in achieving accident reduction, the process of implementing targeted schemes is costly, labour intensive and slow. What is evident however is that a reduction in vehicular speeds leads to fewer accidents and when they do occur lead to fewer fatalities/less severe injuries.
- 3.3.8. The accident statistics for Croydon during 2013, show a total of 889 accidents resulting in 1092 casualties. Of the total casualties, 439 were those involving vulnerable road users (pedestrians, cyclists and powered two wheelers (motorbikes)). The average cost of a collision is estimated by DfT in 2010 to be £68,320. From these figures it can be deduced that the total cost of collisions for Croydon in 2013 was in the region of £60 million to society. The casualties were broken down as follows:
- Pedestrians = 188
- Cyclists = 94
- Powered two wheelers = 157
- Cars = 562
- All other vehicles (taxi, bus, goods, etc) =91
- 3.3.9. Over the last decade, more and more highway authorities have proceeded to implement 20mph speed limits over their entire network or over large areas. The new administration in Croydon, pledged as part of its manifesto to speed up this road safety initiative by allowing residents and businesses in the borough to express their view for a blanket 20mph speed limit across Croydon.

4. 'OPINION-SEEKING' SURVEY METHODOLOGY

4.1 WORK OF THE 20MPH WORKING GROUP

- 4.1.1. A 20mph working group was set up to consider all aspects of the project delivery in accordance with best practise and within set budget and timescales. To date, the group has had three meetings during which many aspects such as the project objectives, target timescales for project completion, determination of the area to be considered first, opinion seeking methodology etc. were discussed. The group considered the procedures which some other local authorities employed whilst implementing their own borough wide 20mph proposals. Croydon can be considered unique amongst the London boroughs as it has the smallest existing road network which has a 20mph speed limit.

4.2 OPINION SEEKING METHODOLOGY

4.2.1. The North Croydon area (as shown in the plan attached as Appendix A) contains 516 roads with 37,704 households. In seeking public opinion, the council is proposing to largely use electronic means as opposed to writing to all those in the affected area. This carries a number of advantages such as reduced direct costs of postage and printing and also reduced indirect costs such as officer time in analysing and presenting results. However, whilst this technique will be encouraged, it is also recognised that not everyone will be willing/able to respond on-line and therefore officers have prepared a hard copy format of the necessary information should anyone in the affected area request this format. Where a hard copy of the information is requested, this will be the same information which is posted on-line.

4.2.2. It is proposed that the opinion survey be open to all households and businesses which lie within the North Croydon area, as shown on the plan attached as Appendix A. It is also proposed that only one response per household or business will be considered when compiling the results. This approach will provide a better representation of each road as a whole rather than enabling those properties with more adults to have a greater influence. If multiple responses from a household are received, officers will seek to establish the majority view from that household. The preferred choice will then be added as one response to the overall results.

4.2.3. Although the 'opinion survey' will restrict only responses from within the area to be considered, the next stage i.e. statutory consultation will be open for anyone to make representations, both for and against the scheme.

4.2.4. The background papers 1-4, listed at the end of this report are documentation which will be used to assist in undertaking the opinion survey. The purpose of each of the background documents is explained below.

Background paper 1. A3 sized posters to be placed in strategic places throughout the affected area. A5 stickers to publicise the proposal and will be placed on lamp columns in residential streets throughout the survey area.

Background paper 2. Newsletter containing detailed information regarding the proposal. This newsletter will only be sent out to those that request a hard copy format of the information. The on-line newsletter will be slightly amended from that provided as 'background paper 2' to take account the fact that it is to be read on-line.

Background paper 3. Proposal questionnaire. This questionnaire will only be sent out to those that request a hard copy format. The on-line newsletter will be slightly amended from the paper copy version given as 'background paper 3' to take account the fact that it is to be filled in on-line.

Background paper 4. Frequently asked questions and answers.

Appendix A Plan showing the 'opinion survey area' i.e. North Croydon (Area 1) which is currently being considered for the 20mph speed limit.

4.2.5. Officers plan to use the following techniques when taking this scheme forward.

Publicising the proposal

- It is important that the proposal be well publicised so that everyone within the area from whom a view is being sought can be made aware of the proposal. It is proposed to place A5 sized stickers on street columns throughout the area shown in the plan attached as Appendix A. The information on this media will be concise and sufficient to draw an interest from local people. A3 size posters are also proposed to be mounted on bus shelters, shop windows etc but again, only within the area under consideration. The A3 posters will have a map showing the boundary of the area being considered and information on the road network which is to remain at 30mph. The information within both the A3 and A5 posters will point interested individuals to an on-line dedicated web page containing more details of the proposal and an on-line questionnaire. Both the A5 and A3 proposed media are given as 'Background paper 1' to this report.
- An advert/press release in the local press will be put out showing the area under consideration and directing interested individuals to the on-line information and questionnaire.
- Resident Associations which are registered with the Council and lie within the affected area will be sent emails informing them of the proposal and encouraging them to get their members to consider filling out the on-line questionnaire.
- Ward members will be encouraged to actively reach out to their constituents and inform them of the proposals.
- Webpage development.
- Other means such as the use of social media is also being considered.

Questionnaire/Information format and distribution

The council will limit responses to be considered to one per household for the reasons as mentioned in section 4.2.2 and also because this methodology is consistent with that followed by Camden and many other local authorities. This is considered to be a fair approach because certain households may have more occupants than others, and limiting the responses will give a better representation of all household views in the road. This will also reduce the potential for non-genuine responses being considered in the results.

Limiting one response per household also has the advantage of enabling us to determine a response rate as the number of households is known.

4.2.6. Responses from within the affected area are to be considered foremost when determining the level of support from those directly affected by the scheme and so naturally will carry more weight. Responses received from outside the North Croydon area as shown on the plan attached as Appendix A, will be analysed and reported as a separate statistic for consideration by the Cabinet Member.

- The questionnaire, given as 'Background paper 3' will be placed on-line for interested persons to respond to. Hard copy information packs and questionnaires will be prepared but only sent out to individuals that request the information in that specific format.
- The on-line information will consist of a description of the proposal and explanation on the benefits of a lower speed limit (given as Background paper 2) and a Frequently Asked Questions (given as Background paper 4) together with the questionnaire itself. A number of printed packs, with the same information will be prepared ready to send out for those that request it.

4.2.7. Opinion seeking period

The survey for area 1 will run for a period of six weeks starting on Wednesday 13 May 2015 and close on 24 June 2015.

4.2.8. Analysis of responses and decision making process leading to statutory consultation

The proposed questionnaire has one main question asking respondents whether or not they support a 20mph for the area under consideration. It then continues to a second question which asks respondents to either agree or disagree a number of statements which are themed around the proposal (pros and cons). The information gathered from question two will help further understand respondents' reasons for answering question one in the manner they choose to.

Responses received in respect of question one and two will be analysed and reported as follows:

- a) A number/percentage of those in favour or against the proposal, for the whole of the area considered as one response.
- b) A number/percentage, in favour or against, on a road by road basis, for the same area.
- c) Responses received in respect of question two will be analysed and reported separately for each individual statement. This information will be presented for all roads from which a response has been received from within the area. .
- d) For responses received from outside the area being considered, the information collected will be presented in similar way as given in points (a), (b), (c) above and be reported as that received from outside the area being considered.

The above provides a snapshot in the manner which officers are proposing to report the responses subject to any additional information necessary to enable proper consideration of the proposal prior to a decision being made on proceeding to publish statutory notices.

4.2.9. Future areas to be considered under the Croydon-area-wide 20mph proposal

The following further areas will be considered under the phase one and phase 2 approach between 2015 and 2018.

- Area 2 (North-East Croydon).
- Area 3 (North-West Croydon).
- Area 4 (South-East Croydon).
- Area 5 (South-West Croydon).

Appendix B shows an indicative boundary for each of these areas, however, it should be noted that the precise boundary for each of the areas is only to be finalised once the work-programme for that area has been started. In order to ensure that by 2018, the whole of Croydon has had the opportunity to give their opinion on the proposed 20mph speed limit for their area, it may become necessary to change the indicative boundaries so that larger areas can be considered at any one time.

5. FINANCIAL AND RISK ASSESSMENT CONSIDERATIONS

5.1

1. Revenue and Capital consequences of report recommendations

	Current year	Medium Term Financial Strategy – 3 year forecast		
	2014/15 £'000	2015/16 £'000	2016/17 £'000	2017/18 £'000
Revenue available				
Expenditure				
Income				
Effect of decision from report				
Expenditure				
Income				
Remaining budget				
Capital available		500	500	500
Expenditure				
Effect of decision from report		500	500	500
Expenditure				
Remaining budget		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 consultations.

3. Risks

There is a risk that if the current scheme for North-Croydon area is not agreed to proceed or the results following the 'Opinion Seeking' show an opposition to

the proposal, the allocated £500,000 may not be fully spent. Any unspent monies will need to be reallocated to other safety 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, Development & Environment

6. COMMENTS OF THE COUNCIL SOLICITOR AND MONITORING OFFICER

6.1 The Council Solicitor comments that in undertaking the consultation, and as detailed in the report and appendices, the Council must ensure that the key elements, identified by case law as constituting the duty to consult properly, have been met. In summary these are:

- Consult when proposals are at the formative stage;
- Reasons for proposed changes should be given;
- Options should be given including the option to do nothing;
- Sufficient time should be given;
- Full information should be given, not partial.

6.2 In terms of the means used for consulting on these proposals the Council must also have regard to its public sector equalities duty (PSED).

6.3 In subsequently considering the responses to that consultation the decision maker may, as a matter of principle, choose to proceed with the proposal or not, and the decision would not be irrational, so long as:-

- There has been proper consultation;
- All relevant and no irrelevant matters are considered;
- The decision takes into account the Council's PSED.

6.4 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.

- 6.5 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

7. HUMAN RESOURCES IMPACT

- 7.1 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.

8. EQUALITIES IMPACT

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

- 8.2 The proposal is likely to improve conditions for all the protected groups and has the potential to ease community severance by aiding the development of healthy and sustainable places and communities. In reducing the perception of road danger the scheme should enable the protected groups to make more and better use of their local streets

- 8.3 The proposal is likely to benefit in particular, certain groups that share a “protected characteristic such as people with a disability, older people and children in providing additional road safety (as pedestrians), whilst in comparison the more able pedestrians would benefit to a lesser degree.

- 8.4 An initial equalities impact assessment has been carried out on this proposal and it is considered that a full assessment is not necessary at this stage, as the changes are likely to benefit a number of groups that share a “protected characteristic” as detailed in the initial assessment. However the scheme if implemented should be monitored as it progresses and if any negative impact on the protected groups is identified, the council will look to address them.

9. ENVIRONMENTAL IMPACT

- 9.1 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.

10. CRIME AND DISORDER REDUCTION IMPACT

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

11. REASONS FOR RECOMMENDATIONS/PROPOSED DECISION

- 11.1 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

12. OPTIONS CONSIDERED AND REJECTED

- 12.1 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 - LOCAL GOVERNMENT ACT 1972

- 1) *Proposed A5 and A3 publicising media.*
- 2) *Proposed newsletter.*
- 3) *Proposed questionnaire.*
- 4) *Frequently asked questions.*
- 5) *'20mph Proposal for Croydon' Officer report to 'streets and environment scrutiny sub-committee'* <https://secure.croydon.gov.uk/akscroydon/users/public/admin/kab14.pl?operation=SUBMIT&meet=2&cmte=SES&grpid=public&arc=1>
- 6) *Initial Equality Analysis*

APPENDICES PUBLISHED AS PART OF THIS REPORT

Appendix A – Plan showing ‘Opinion survey area’ for North Croydon (Area 1)

Appendix B –Plan showing all areas to be considered under the Croydon Area wide 20mph proposal in future years.