

North-Croydon (Area 1) Maximum 20mph speed limit proposal NEWSLETTER



Dear Resident/Business,

Croydon Council is looking at a long term plan at introducing 20mph speed limits to residential roads across the borough. To do this, it is looking at the borough in areas and is considering one area at a time. Area one (North Croydon) is the first area being considered.

I am writing to you regarding Croydon Council's proposal to introduce a maximum 20mph speed limit on the majority of roads for North Croydon.

Research and evidence has demonstrated clear benefits from lowering speed limits in residential areas. In line with this, over the last decade, more and more highway authorities have proceeded to implement 20mph speed limits within their boundaries.

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 permanent changes are made.

This newsletter, together with the map and frequently asked questions (FAQ) booklet provide you with detail about why the scheme is being considered.

We encourage residents and businesses within the specified area of the proposed 20mph area, to get involved and give us their views on the implementation of the scheme. You can do this by completing the enclosed opinion survey or by visiting www.croydon.gov.uk/20mph and completing the survey on line.

Why do we want to introduce 20mph speed limits in Croydon?

The main aims of the introduction of a 20mph speed limit in an area are to:

- improve road safety;
- discourage passing through traffic;
- encourage walking and cycling;
- improve the local environment;

The highway in residential areas is considered to have a wide range of functions, in addition to the movement of traffic. These streets should be a pleasant and safe place for people to walk, meet and socialise. A reduction in traffic speeds should help to encourage the use of the streets for all these functions.

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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.

Research has been carried out into the relationship between vehicle speed and the likelihood of an accident occurring as well as between speed and the severity of personal injuries in the event of an accident.

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 for Transport (DfT) has shown that every 1 mph of average speed reduction achieves a 6% reduction in accidents. DfT calculations show that in 2010, the average cost to society for every accident was in the region of £68,320. From this information and the fact that there were 889 accidents in Croydon in 2013, we can calculate the financial loss to society to be some £60 million.

What are the next steps?

- a) Responses to the opinion survey must be received by 24 June 2015.
- b) All responses from residents and businesses within the proposed zone will be analysed and the overall response will be reported to the cabinet member. The cabinet member for transport and environment. 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 permanent changes are made. will use the overall response to determine whether the level of support is sufficient for the proposal to proceed to the next stage.
- c) If it is considered appropriate to proceed, a statutory consultation to introduce the maximum 20mph speed limit will be carried out. This will run for a minimum period of three weeks and will provide an opportunity for anyone (not just those within the proposed area) to make an objection to the proposals.
- d) At the end of the statutory consultation, officers will prepare a report to the councils Traffic Management Advisory Committee (TMAC). The TMAC will consider all objections received and make recommendations to the cabinet member for transport and environment regarding whether or not the TMO should be made.
- e) It is intended that this decision will be made in the summer of 2015. Once made, the decision will be posted on the council's website and reported in the local Guardian.
- f) If the decision is made to implement the scheme, officers will proceed to the design and implementation stage. See question 5 in the FAQ's booklet.

If you have questions about any issues raised in this letter, please contact Waheed Alam on **020 8726 6000** ext.**52831** or email at **waheed.alam@croydon.gov.uk**
