

STREETS AND ENVIRONMENT SCRUTINY SUB-COMMITTEE

Minutes of the meeting held on Tuesday 16th September 2014 at 6.30pm in the Council Chamber, Town Hall, Katherine Street, Croydon.

EXCERPT OF MINUTES – PART A

Present: Councillor Sean Fitzsimons (Chair)
Councillors Sara Bashford (Vice-Chair), Stephen Mann (arrived 7:25pm), Paul Scott, Pat Ryan, Donald Speakman and James Thompson

Also in attendance for parts of the meeting: Councillors Kathy Bee, Robert Canning, Vidhi Mohan, Michael Neal and Mark Watson.

A16/14 PRE-DECISION SCRUTINY - 20MPH SPEED LIMITS (agenda item 7)

The Sub-Committee considered a pre-decision item on 20mph speed limit scheme in the borough and received information from Councillor Kathy Bee as Cabinet Member, officers, the police, a number of interested organisations and charities representing different road users and members of the public.

Those present for this item included:

- Councillor Kathy Bee, Cabinet Member for Transport and Environment
- Councillor Robert Canning, Deputy Cabinet Member for Transport and Environment
- Councillor Vidhi Mohan, Shadow Cabinet Member for Transport, Environment and the Voluntary Sector
- Jo Negrini, Executive Director of Development and Environment
- Steve Iles, Head of Highways and Parking Services
- Mike Barton, Highways Improvement Manager
- Jeremy Leach, 20^s Plenty for Us
- Austen Cooper, Croydon Cyclists
- Neil Greig, Institute of Advanced Motorists
- Tom Platt, Living Streets
- Chief Inspector Malcolm Noone, Metropolitan Police
- Peter Morgan, resident
- Roger Lawson, Alliance of British Drivers
- Francis Bernstein, resident

The Sub-Committee received a report from council officers on 20mph options (report AR07i). An area map of the borough with 5 possible areas for 20mph implementation was circulated at the meeting. Officers were clear that proposals for 20mph speed limit scheme across the Borough had been agreed in principle by Cabinet as a manifesto commitment and

clarified that it was intended to implement the scheme in the form of speed limits rather than 20mph zones¹.

The Sub-Committee received a number of reports from organisations representing different road users and written and email representations from members of the public, ward councillors and local MPs on this issue (report AR07ii and Appendices A-H). Papers not originally published with the agenda had been circulated to members, were available at the meeting and have been added to the council website.

The Sub-Committee received a report of a site visit to Portsmouth which had already introduced 20 mph (report AR07iii). Councillor Sean Fitzsimons briefly described the visit and its main findings including that:

- The starting point for the introduction of 20mph speed limits in Portsmouth was road safety (following an unusual number of fatal accidents) and the experience that carrying out an extensive programme of traffic calming schemes in residential roads was expensive and slow to roll-out
- Comprehensive traffic surveys in Portsmouth showed that drivers were already travelling at low average speeds on residential roads but some travelled at higher speeds which were inappropriate for the conditions
- During the consultation phase most comments received asked for the scheme to be extended
- Since 2008 there has been a 18.8% reduction in collisions in the city when comparing the three years before (2005-2007) to the three years after implementation (2009-2011)
- 20mph speed limits were introduced across the whole city for the equivalent cost of 20mph zones on 4-5 roads offering considerable value for money
- Enforcement and education are on-going challenges alongside meeting the expectations of the public following the introduction of 20mph limits
- Including main arterial roads in 20mph schemes initially is best avoided
- The benefits of 20mph speed limits go beyond road safety with, for example, huge increases being seen in cycling in the city

Additional information was supplied and circulated at the meeting including information provided by Peter Morgan and PowerPoint presentations made at the meeting by Jeremy Leach, 20^s Plenty for Us and Austen Cooper, Croydon Cyclists. These documents have been added to the council website following the meeting.

The Sub-Committee focused its inquiry and questions on a number of areas including:

¹ 20mph speed limits are areas where the speed limit has been reduced using signage and road markings only and 20mph zones use traffic calming measures such as road humps, raised tables, speed cushions and other physical or visual measures.

- 20mph limit schemes
 - The differences between 20mph speed limits and 20mph zones
 - The huge cost of 20mph zones
 - Adoption of 20mph limits across London by other authorities
- 20mph coverage
 - Road types and suitability for 20mph speed limits – including residential roads and strategic ‘A’ and ‘B’ roads
 - Options relating to area-wide or implementation on a road-by-road ‘patchwork’ basis
 - 20mph limits outside schools, metropolitan and district centres and high street locations
 - Implications for the Transport for London Road Network (TLRN)
 - Cost-effectiveness of area-wide schemes
 - The size and shape of five proposed areas in Croydon
- Influencing factors
 - Road safety trends, recent data relating to road deaths, casualties and the severity of injuries on Croydon roads
 - The robustness of road casualty and road safety statistics
 - Potential benefits relating to active travel and public health
 - Road capacity and journey times
 - Air and noise quality and the quality of life
- Consultation
 - Consultation on road-by-road or broader area-wide schemes
 - The method of consultation
 - The cost of consultation and the consultation process
- Enforcement
 - Limited capacity of the police to enforce
 - Issues relating to recruitment, retention and training for Safer Neighbourhood or Roadwatch schemes
 - Other forms of enforcement
- Possible timescales and the costs of implementation
 - Proposed 5-year implementation timetable
 - Sources of funding
 - Value for money
 - On-going maintenance

During the course of the question and answer session the Chair proposed, and it was agreed, that Standing Orders be suspended in order to extend the meeting so that remaining questions about 20mph speed limits could be addressed and the outstanding items of business on the agenda could be considered.

A detailed report containing the evidence received by the Streets & Environment Scrutiny Sub-Committee is attached to these minutes.

RESOLVED to support the manifesto commitment to implement 20mph speed limits across the Borough and to recommend that in implementing these proposals consideration is given to:

- Introducing 20mph speed limits on residential roads managed by Croydon Council using signage and road markings only and that additional speed humps and/ or speed cushions are not included as part of the scheme
- Introducing 20mph limits across the Borough in an area-by-area (not road-by-road) programme as quickly as funding allows following statutory consultation and in according with Department of Transport guidance
- Re-designing areas 4 and 5 on the map provided at the meeting as members felt that these were too large for consultation purposes and did not fully recognise local variances and road typographies
- Excluding main classified routes from area-wide 20mph speed limit schemes whilst retaining the option of adding such roads to a scheme in the future
- Tying a Vision Zero approach into a 20mph speed limit strategy if possible
- Establishing a working party comprising stakeholders and interested parties to help develop a consultation strategy to guide the delivery of the consultation and ensure that stakeholders, interested parties and residents can contribute their views about area-wide 20mph speed limits
- Developing a consultation process that does not rely exclusively on online forms of communication
- Accelerating the process so that the introduction of 20mph speed limits across the Borough is faster than one area per year over 5 years if funding can be leveraged from other organisations (such as Public Health) or the council's capital budget
- Educating and enforcing (through Community Speedwatch operations and the use of Driver Awareness Training with the police) where excessive speeding is identified following implementation of 20mph speed limits
- Monitoring the success (or otherwise) of the scheme by averaging the casualty rates three years before implementation and comparing this data to an average of three years post implementation in order to achieve robust data.

Councillor Sean Fitzsimons thanked Cabinet Member, Councillor Kathy Bee, members and all the officers, organisations and members of the public for attending the meeting and for all the information provided to the Sub-Committee. He also offered his thanks to Simon Moon the Head of Transport and Environment at Portsmouth City Council for making his officers available for providing this Sub-Committee with useful information and advice on this topic.