



Living Streets' response to Croydon's Area wide 20mph speed limit

Living Streets is the UK charity for everyday walking. We want to create a walking nation, free from congested roads and pollution, reducing the risk of preventable illness and social isolation and making walking the natural choice. We believe that a walking nation means progress for everyone.

Our ambition is to get people of all generations to enjoy the benefits that this simple act brings and to ensure all our streets are fit for walking. For more than 85 years we've been a beacon for walking. In our early days our campaigning led to the UK's first zebra crossings and speed limits. Now, our campaigns and local projects deliver real change to overcome barriers to walking and our ground breaking initiatives such as the world's biggest Walk to School campaign encourage millions of people to walk.

Summary

Living Streets strongly supports an area-wide 20 mph limit in Croydon including all residential streets and main roads where people live, work and shop.

Streets are where we live, play, work, and socialise – they should be safe, attractive and enjoyable places for everyone. We believe that 20 mph is the single biggest measure that will reduce road danger and improve the walking environment on Croydon's streets.

In 2013 there were thirteen fatal road casualties in Croydon; over half of these were pedestrians. By slowing vehicle speeds, road danger is significantly reduced. A pedestrian struck at 20 mph has a 97% chance of survival whilst this falls to 80% at 30 mph and 50% at 35 mph. In some places, the introduction of a 20 mph zone has been shown to reduce child pedestrian deaths by up to 70%¹.

Reducing traffic speed and density makes our streets and public places more pleasant to be. It instantly becomes easier to cross the road, less noisy and a more sociable environment to linger. It is also easier for pedestrians and cyclists to enjoy the same direct and safe routes for their journeys as motorists. By adopting this 'level playing field' approach to speed limits,

¹ Living Streets (2011) 20mph Policy Briefing - 20mph brings streets to life

local authorities can encourage pedestrians to take to their streets.

There are also clear financial benefits to 20 mph. In 2010, the estimated cost to the economy of collisions in Britain was around £15 billion. Conversely, area-wide 20 mph limits are low cost and high benefit. For example, Portsmouth converted 1,200 streets in the city to 20 mph for a cost of just over half a million pounds².

We recommend changing the default speed limit across whole areas, in order to make the quickest and most cost-effective strides towards 20 mph across Croydon. Implementing 20 mph in a piecemeal zonal approach is both time consuming and expensive, particularly considering the current economic climate.

20 mph speed limits are already happening throughout London. Islington, Southwark, Camden, the City of London, Hackney, Lambeth and Lewisham have or are planning borough-wide 20 mph speed limits including on borough controlled main roads where people live, work and shop.

As well as residential streets, the implementation of 20 mph limits on main roads in Croydon (particularly high streets and busy town centres like Croydon) will be essential to making the borough a safer and more pleasant place to walk. Current DfT Speed Limit Guidance recommends highway authorities consider main roads when implementing 20 mph limits where there are significant levels of pedestrians and cyclists.

The Mayor is trialling 20 mph speed limits on parts of the TLRN and the Mayor of London's Roads Task Force report³ recommended 20 mph limits on all 'local streets', 'high streets', 'high roads' and 'city streets'. The TfL Pedestrian Safety Action Plan⁴ commits to supporting more boroughs to introduce 20 mph limits.

We thank you once again for inviting us to make this submission.

For more information please contact:

Sarah Williams, London Policy and Campaigns Manager

Sarah.williams@livingstreets.org.uk

² Living Streets (2011) 20mph Policy Briefing - 20mph brings streets to life

³ The Roads Task Force Report (2013), published by TfL

⁴ TfL (2014) Pedestrian Safety Action Plan