

**For General Release**

<b>REPORT TO:</b>	Traffic Management Advisory Committee 5 Oct 2016
<b>AGENDA ITEM:</b>	<b>10</b>
<b>SUBJECT:</b>	North-east Croydon Area-Wide 20mph Speed Limit (Statutory Consultation-Report on objections)
<b>LEAD OFFICER:</b>	Jo Negrini Executive Director - Place
<b>CABINET MEMBER:</b>	Councillor Stuart King Cabinet Member for Transport and Environment
<b>WARDS:</b>	Selhurst, South Norwood, Woodside, Ashburton, Shirley, Heathfield, Fairfield, Addiscombe
<b>CORPORATE PRIORITY/POLICY CONTEXT:</b> <b>This project addresses the corporate policies adopted in the Corporate Plan 2015-2018 to enable Growth, Independence and Liveability. This report helps address the Liveability strategy of the Plan with particular emphasis on the Transport vision to:</b> <ul style="list-style-type: none"><li>• Implement the 20-year Transport Vision to improve safety and access for all road users, particularly pedestrians, cyclists and people travelling by public transport.</li><li>• Implement an area-wide 20mph maximum speed limit scheme across Croydon, on an area by area basis, subject to public consultation in each area.</li></ul>	
<b>AMBITIOUS FOR CROYDON &amp; WHY ARE WE DOING THIS:</b> As part of Ambitious for Croydon, there are plans to improve the way that the council delivers on its roads and transport agenda, including : <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-east Croydon is estimated to be £260,000. The cost of this proposal is to be met from the £300,000 Transport for London (TfL) allocation secured through the Local Implementation Plan (LIP) for 2016/2017.

## **KEY DECISION REFERENCE:**

**65/16/TE-** This is a Key Decision as defined in the Council's Constitution. The decision may be implemented from 1300 hours on the expiry of 5 working days after it is made, unless the decision is referred to the Scrutiny & Overview Committee by the requisite number of Councillors

## **1. RECOMMENDATIONS**

That the Traffic Management Advisory Committee recommend to the Cabinet Member for Transport and Environment that they

- 1.1 Consider the objections received in response to the giving of public notice and the officer comments in response to the objections provided at Appendix 1 and agree, that the Highway Improvements Manager, Streets Division be authorised to make the necessary Road Traffic Management Order under the Road Traffic Regulation Act 1984 (as amended) so as to
  - a) Implement the maximum 20mph speed limit for north-east Croydon area as identified on plan HWY/20MPH/1284/02.

## **2. EXECUTIVE SUMMARY**

- 2.1 This report details the objections received in response to the giving of public notice for the introduction of a maximum 20mph speed limit for the north-east Croydon area which is shown in the plan HWY/20MPH/1284/02 and attached at the end of appendix 2. Roads within the area which are to retain their existing maximum speed limit are described in Schedule 2 shown on the same plan and also described in the Traffic management Order attached within the same appendix 2.
- 2.2 All objections received in response to the Public Notice for the north-east Croydon 20mph scheme together with an officer response to each objection is attached in Appendix 1 of this report.

## **3. DETAIL**

### **3.1 BACKGROUND**

- 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&cmt=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 organisations/campaign groups such as the Metropolitan Police, Living Streets, Institute of Advanced Motorists, 20s Plenty for Us, Croydon Cyclists.

- 3.1.2. 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 was agreed that an area-wide 20mph proposal across Croydon would best be dealt with by treating one area at a time, of a 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.
- 3.1.3. Officers made a further report to the council's Cabinet meeting in March 2015 outlining how the project would be taken forward. The procedure to be followed for the areas covering the borough of Croydon is briefly outlined below:
- Seek public opinion (informal consultation) from residents/businesses in the relevant area to gauge whether sufficient support exists for undertaking a statutory consultation (formal consultation) for a maximum 20mph speed limit.
  - Produce an officer report detailing the results of the public opinion for consideration by the Executive Director. If support is determined and the Executive Director approves the undertaking of a statutory consultation, proceed with this course of action.
  - Following the statutory consultation, produce an officer report for the Traffic Management Advisory Committee to consider. This report to contain details of the initial public opinion (informal consultation results) together with all objections received during the subsequent statutory consultation (formal consultation). Following consideration of the report, the Cabinet Member for Transport and Environment will make the decision whether or not the scheme should be approved for implementation.
  - If scheme approved, then implement scheme.
- 3.1.4. Although not the subject of this current paper, officers can report that having followed the above procedure for the first area (previously referred to as North Croydon or Area 1), the implementation of the maximum 20mph scheme was completed in September 2016. The following sections of this report are in respect of the north-east Croydon 20mph proposal (also known as Area 2).
- 3.1.5. The process of obtaining public opinion on the north-east Croydon 20mph proposal was carried out in April/May 2016. The results of the community engagement/public opinion carried out with residents and businesses in the north-east Croydon area in May/June 2016 showed that 50.5% of respondents were in favour of lowering the speed limit compared to 47.1% against. 2.3% were unsure whilst 0.1% did not express any view on this matter. These results

were contained in a delegated officer report to the Executive Director of Place, who in July 2016 approved the officer recommendation to proceed with a statutory consultation for the north-east Croydon maximum 20mph proposal. The detailed report in respect of the community engagement is given as background paper 1 to this report.

- 3.1.6. The public notice (statutory consultation) in respect of the north-east Croydon area maximum 20mph proposal was given on 27 July 2016. The closing date for representations to be received by was 24 August 2016. The details of representations made objecting to the scheme are provided in Appendix 1.

#### **4. STATUTORY CONSULTATION**

- 4.1.1. The Public Notice for the north-east Croydon area maximum 20mph speed limit appeared in the Croydon Guardian on 27 July 2016. The Notice was also published in the London Gazette as required by regulations. The Traffic Management Order which is to be confirmed subject to approval of the scheme is attached as Appendix 2 to this report.
- 4.1.2. In order to ensure that in particular residents and businesses were made aware of the statutory consultation and their right to object, officers put up over 4000 public notices on lamp columns in every street in the area. The street Notice is attached as Appendix 3 to this report.
- 4.1.3. The council wrote to emergency services and public bodies which is usual practise and a regulatory requirement when carrying out a statutory consultation. No objections were received.
- 4.1.4. Information regarding the statutory consultation and how to make representation was also placed in the public notices and on the council website.
- 4.1.5. Ten representations were received against the North-Croydon maximum 20mph proposal, all of which together with the proposed officer response are attached in Appendix 1. All received objections must be considered carefully and a determination made as to whether it is material or not. It is usual to provide an officer response to objections and the Council should consider these before determining whether or not to uphold an objection.
- 4.1.6. It should be noted that the purpose of a public notice in relation to a statutory consultation is to invite objections to the scheme and not to gauge levels of support.
- 4.1.7. A 'No objection' to the scheme proposal was also received from the Metropolitan Police.
- 4.1.8. All objection letters together with a detailed officer response is contained within Appendix 1 of this report.

## 5. FINANCIAL AND RISK ASSESSMENT CONSIDERATIONS

### 5.1 Revenue and Capital consequences of report recommendations

	Current year	Medium Term Financial Strategy – 3 year forecast		
	2016/17	2017/18	2018/19	2019/20
	£'000	£'000	£'000	£'000
<b>Revenue Budget available</b>				
Expenditure	0	0	0	0
Income	0	0	0	0
<b>Effect of decision from report</b>				
Expenditure	0	0	0	0
Income	0	0	0	0
<b>Remaining budget</b>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<b>Capital Budget available</b>	300	0	0	0
Expenditure				
<b>Effect of decision from report</b>	260	0	0	0
Expenditure				
<b>Remaining budget</b>	<u>40</u>	<u>0</u>	<u>0</u>	<u>0</u>

#### 5.2 The effect of the decision

This scheme is funded by Transport for London (TfL) from the Council's 2016/2017 Local Implementation Plan allocation. A decision to proceed will result in that allocation being spent partially or wholly.

#### 5.3 Risks

There is a risk that if the current scheme for north-east 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.

#### 5.4 Options

The only alternative option is to do nothing should this recommendation not proceed.

#### 5.5 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: Zulf Darr, Interim Head of Finance, Place and Resources.

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

6.1 The Council Solicitor comments that Section 6, 124 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 (as amended) provides powers to introduce, vary and implement Traffic Management Orders. In exercising this power, section 122 of the Act imposes a duty on the Council to have regard (so far as practicable) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. The Council must also have regard to such matters as the effect on the amenities of any locality affected.

6.2 The Council needs to comply with the necessary requirements of the Local Authorities Traffic Order Procedure (England and Wales) Regulations 1996 by giving the appropriate notices and receiving representations. Such representations must be considered before a final decision is made.

Approved for and on behalf of Jacqueline Harris-Baker, Acting Council Solicitor and Acting 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 do emerge, a full assessment will be carried out to identify any mitigating actions that may be required.

## **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  
Sue Ritchie-Senior Engineer Highway Improvements x63823  
Waheed Alam-Traffic & Highways Engineer x52831

**BACKGROUND PAPERS:** Delegated officer report titled '*North-East Croydon Area-Wide 20mph Speed Limit (Community Engagement Results)*'

**APPENDICES:** Appendix 1 – 20mph Area 2 Representations and Officer responses  
Appendix 2 – Traffic Management Order and Scheme Drawing  
Appendix 3 – Public Notice