

**MINUTES OF THE SCRUTINY REVIEW - 20 MPH SPEED LIMIT
MONDAY, 13 DECEMBER 2010**

Councillors Bull (Chair), Newton and Weber

LC16. APOLOGIES FOR ABSENCE

An apology for absence was received from Councillor Basu.

LC17. URGENT BUSINESS

None.

LC18. DECLARATIONS OF INTEREST

None.

LC19. MINUTES

AGREED:

That the minutes of the meeting of 15 November 2010 be approved.

LC20. 20 MPH SPEED LIMIT

The Panel received evidence from a number of community and residents organisations. They also received a written submission from 20s Plenty, which was circulated.

Firstly, the Panel received evidence from Paul Bumstead from the West Green Residents Association. The area was primarily residential in nature. The streets were often short and narrow and therefore speeds were normally comparatively low. There were nevertheless some exceptions to this, such as the link between Lordship Lane and West Green Road formed by Downhills Way and Belmont Road.

Transport for London (TfL) had originally not been favourable to lower speed limits but now appeared to be taking a more favourable approach. The DIY Streets programme was not supportive of physical calming. However, there was a need for lower speed limits to be self enforcing. Signage and appropriate road markings were preferable as well as being cheaper options.

Evidence was received from Chris Barker from the Sustainable Haringey Network, Haringey Living Streets and Haringey Federation of Residents Associations. He stated that the Police were not supportive of 20 mph speed limits unless they were enforced by physical impediments. Experience had shown that they brought speeds down by a little and they should therefore be considered as beneficial. As the 20 mph speed limit became more prevalent, it was possible that there would be a greater level of observance. Drivers would be more likely to live in an area with such a limit and therefore become used to it.

However, enforcement was not the most critical issue. Most people ignored the 30 mph speed limit. It was acknowledged that most people no one liked speed humps but streets that appeared to be long and open needed some means of reducing traffic

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speeds. Entry arches, narrower road sections and chicanes could be used. Vegetation could also be used, such as trees in pots. Such calming measures were not necessary where streets were narrow. If signage alone was found not to work, then physical calming measures could then be considered. It was acknowledged that enforcement was important but it would not be necessary for the Police to stop everyone who was exceeding 20 mph – it could be applied selectively. Speed guns were an excellent idea as were average speed cameras.

Councillor Weber stated that Police Safer Neighbourhood Team ward panels could set priorities for action by the Police. The process for this was driven by local residents.

Jennifer Bell from Hawthorn Road Residents Association stated that speeding was often a problem in her area. Nightingale Lane was narrow and motorists often speeded up after passing through it. She had written to complain about this but the response she had received had stated that accident rates were low and therefore there was no immediate need for action. She felt that it should not be necessary to wait until there was a fatality for action to be taken and that it would be beneficial to make a cultural change. She acknowledged that it would be difficult to stop “boy racers” from speeding but there were a lot of other people who were likely to be more receptive to lower speed limits. She felt that the default speed limit should be 20 mph in residential areas. A lower speed limit would make people feel safer and increase awareness amongst drivers.

David Rennie of the Crescent Road Residents Association felt that psychological traffic calming, such as trees being placed in close proximity to traffic, could be effective. Research had shown this to work well. One option that could be used was to place trees within concrete boxes. These also had the advantage of being moveable. Chevron parking and chicanes were other options but these could also result in the loss of parking space, which was not always popular.

Adam Coffman from Haringey Cycling Campaign stated that the SNT in his neighbourhood, which was Haringay, had been proactive in addressing traffic issues and used creative means of addressing the issue. However, the enthusiasm of the Police for addressing speeding was something of a post code lottery. He felt that pressure should be put on the Police to enforce lower speed limits. Speeding affected everyone and there should be a strong message given out that it was a serious issue. He noted that the DIY Street project was looking at alternatives to road humps but he was nevertheless still in favour of them. He felt that the main issue with road humps was that they were often not very well built. The project was looking at cheap ways to calm traffic and these could be used in other areas of the borough.

He felt that 20 mph speed limits were beneficial. They built confidence in cyclists. There was a correlation between low speed limits and the number of cyclists. For example, Germany and Denmark both had low speed limits and large numbers of people cycled. In contrast, the default speed limit in Australia was 60 kmh and there were fewer cyclists. A 20 mph speed default limit for Haringey would be consistent with the greenest borough strategy and be a brave move by the Council. It could be promoted in a number of ways such as car stickers and other publicity. In addition, Council employees could sign pledges to observe the 20 mph speed limit and Council vehicles required to observe it.

John MacBryde, from Kingsley Place Residents Association and Bus Watch West

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Haringey, reported on efforts being made to centralise access to bus services in Highgate Village. The angled parking that was used in certain areas was only feasible where there was a 20 mph speed limit. He felt that the Village area would benefit from a 20 mph speed limit.

It was noted that it was possible to have cross borough arrangements on speed limits so that any issues around borders could be resolved.

David Rennie drew attention to the removal of railings and road markings in areas of Kensington and Chelsea. As well as reducing speeds, these could make streets less cluttered and save money. Innovative schemes had the potential to work but relied on local councils being brave enough to adopt them. Damage caused to road surfaces by heavy vehicles was related to speed.

Debora Lucarelli from Hawthorn Road Residents Association felt that the Council needed to take into consideration a range of different options. There appeared to be a consensus that a 20 mph speed limit was a good idea. It was necessary to look at where problems occurred. There was not one single solution.

It was noted that the cost of implementing 20 mph zones was approximately £100,000 per mile. It would cost the same to implement 56 miles of a default 20 mph speed limit through signage alone. Councillor Weber reported that it had been stated that it would cost £600,000 to implement a 20 mph speed limit in Haringey. This compared to £10 million for implementing lower speeds through 20 mph zones. A number of other local authorities had undertaken this approach, such as Portsmouth, Bristol and Oxford. In streets where speeds were already low, drops in speed experienced were relatively small but bigger drops had been seen in areas where speeds had been higher.

Mr Barker felt that, given time, people would begin to drive slightly more slowly if there was a default 20 mph speed limit. For example, there was now a greater observance of the 30 mph speed limit than previously. Mr Coffman referred to two previous scrutiny reviews where there had been a consensus about the need for lower speed limits.

The Chair stated that, whilst the review panel was not able to make a decision on this issue, it would be making recommendations to the Council's Cabinet. The Panel thanked participants for their attendance.

**Clr Gideon Bull
Chair**